



City of College Park

# **COMPLETE AND GREEN STREETS IMPLEMENTATION PLAN**

Analysis and 30 Percent Design for Five  
Street Segments

**March 2021**



City of College Park

# **COMPLETE AND GREEN STREETS IMPLEMENTATION PLAN:**

Analysis and 30 Percent Design for Five Street Segments

## **PREPARED FOR:**



**THE MARYLAND-NATIONAL CAPITAL  
Park and Planning Commission**

**Prince George's County Planning Department**  
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Cover photographs:

Top and center: City of College Park

Bottom: AMT



# ABSTRACT

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TITLE: City of College Park Complete and Green Streets Implementation Plan: 30 Percent Design for Five Street Segments

AUTHOR: The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department

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The project was funded through the Planning Assistance to Municipalities and Communities (PAMC) program administered by the Prince George's County Planning Department. In 2016, the City of College Park adopted a Complete and Green Streets Policy. This policy seeks to provide immediate and long-term benefits for community residents by incorporating safe multimodal transportation options throughout the city by reconstructing streets to incorporate complete and green principles. These principles include sidewalks, bicycle routes, stormwater best management (low-impact development) practices, and street trees. In 2019, the city applied for and was awarded (by the Prince George's County Planning Board) planning assistance to implement the city's 2016 policy using an M-NCPPC-funded consultant. The consultant assessed the feasibility of implementing complete and green streets infrastructure on previously identified priority street segments. The 30 percent designs and cost estimates developed in this project will be used to gather community consensus through outreach, apply for grants, develop final designs, and advance projects to construction. This report describes the process of selecting the prioritized street segments and summarizes the 30 percent designs and cost estimates.



# Table of Contents

SECTION 1: BACKGROUND AND PROJECT GOALS .....	5
INTRODUCTION.....	6
PROJECT GOALS.....	8
SECTION 2: REVIEW OF EXISTING CONDITIONS AND EVALUATION OF STREET SEGMENTS FOR FURTHER ANALYSIS .....	11
EXISTING CONDITIONS ANALYSIS.....	12
CONNECTIVITY ROUTES AND SIDEWALKS.....	12
EXISTING SIDEWALKS .....	14
SIDEWALK COVERAGE.....	16
COMPLETE LIST OF CITY STREETS WITH SIDEWALKS .....	18
PRIOR BASELINE ANALYSIS, STREET SEGMENT RECONSTRUCTION STUDIES AND IMPLEMENTATION EFFORTS.....	20
SECTION 3: TWELVE STREET SEGMENTS PRIORITIZED FOR RECONSTRUCTION .....	23
PRELIMINARY STREET-SEGMENT PRIORITIZATION MATRIX .....	24
TWELVE TARGETED AND PRIORITIZED STREET SEGMENTS .....	28
SECTION 4: SIX HIGHEST-RANKED STREET SEGMENTS AND CITY COUNCIL WORKSESSION .....	31
HIGHEST-RANKED STREET SEGMENTS .....	32
COLLEGE PARK CITY COUNCIL WORKSESSION.....	40
SECTION 5: FINAL FIVE CITY STREET SEGMENTS FOR 30 PERCENT DESIGN: PLANS, FIVE-YEAR CIP AND UPDATED MATRIX.....	43
30 PERCENT PLANS AND COST ESTIMATES FOR COMPLETE AND GREEN STREET RECONSTRUCTION.....	44
APPENDICES.....	59
APPENDIX A. CITY OF COLLEGE PARK INITIAL COMPLETE AND GREEN STREETS MATRIX (AUGUST 2017).....	60
APPENDIX B. COLLEGE PARK STREETS WITHOUT SIDEWALKS.....	63
APPENDIX C. MEETING MINUTES.....	67
APPENDIX D. CITY ADDITIONS OR DELETIONS FROM COMPLETE STREETS CONSIDERATION.....	84
APPENDIX E. FINAL COMPLETE AND GREEN STREETS MATRIX (AUGUST 2020).....	86
APPENDIX F. CITY OF COLLEGE PARK RESOLUTION 16-R-06 COLLEGE PARK COMPLETE AND GREEN STREETS POLICY .....	95
ACKNOWLEDGMENTS .....	C-29



# SECTION 1

## BACKGROUND AND PROJECT GOALS



## INTRODUCTION

In 2016, the City of College Park adopted a Complete and Green Streets Policy (See Appendix F.). This policy seeks to provide immediate and long-term benefits for community residents by incorporating safe multimodal transportation options throughout the city. This can be accomplished by reconstructing streets to incorporate complete and green principles such as sidewalks, bicycle routes, low impact development (LID) stormwater best management practices and street trees. Design and construction of such measures are already underway on Berwyn Road, Osage Trail, 49th Avenue, and the Beechwood Road Bridge. Further improvements are planned for Hollywood and Edmonston Roads. When the reconstructions are complete, residents will start to enjoy the policy's benefits.

The city's policy compliments the official complete and green streets policy for Prince George's County, established in 2012 by Council Bill CB-83-2012. This bill requires that all County-financed and approved road projects include accommodations for all modes of transportation. It also included a provision that all County-funded projects must meet complete streets standards unless they are found to be cost prohibitive.<sup>1</sup>

The purpose of this report is to advance the goals and priorities outlined in the 2016 policy by prioritizing further street segments for reconstruction and providing 30 percent plans and cost estimates. Products summarized in this report will be used to gather community consensus through outreach, apply for grants, develop final designs, and advance projects to construction.

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1 Source: *2014 Plan Prince George's 2035 Approved General Plan*, p.148.

### ABOUT STORMWATER MANAGEMENT

Stormwater runoff is generated when precipitation from rain and snow events flows over land or impervious surfaces and does not percolate into the ground. As the runoff flows over these surfaces such as paved streets, parking lots, and building rooftops, it accumulates debris, chemicals, sediment, or other pollutants that harm County streams and waterways if the runoff is not treated. While centralized stormwater retention ponds and detention facilities have been the dominant approach to addressing the quality and quantity of runoff, updates to the County's stormwater regulations now reflect a more comprehensive and smaller-scale approach to stormwater management practices, referred to commonly as LID.

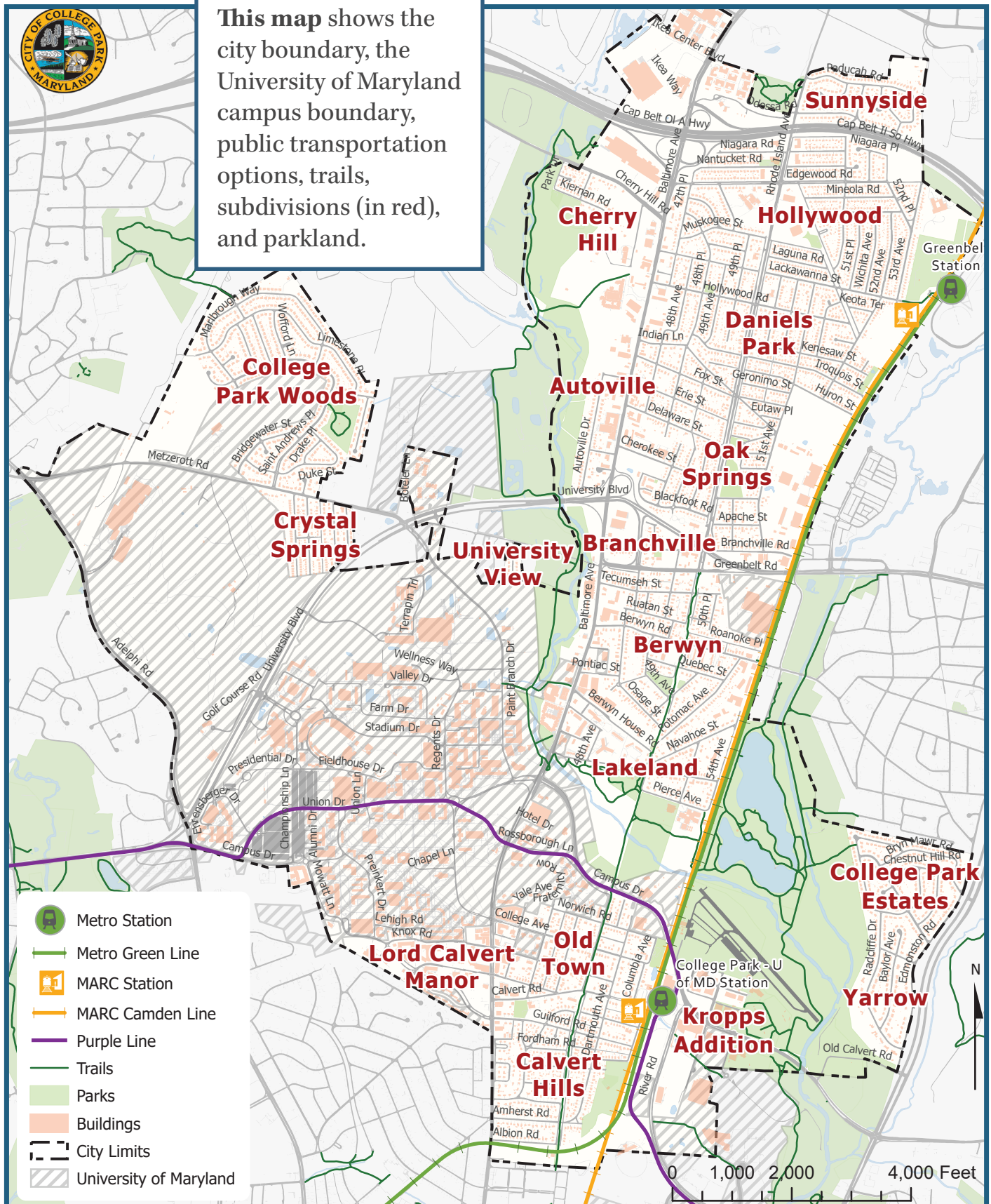
LID relies on small-scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources. Examples of LID include rain gardens, landscape (filter) strips, and conservation landscaping with native plants.

—Adapted from the *2014 Plan Prince George's 2035 Approved General Plan*, page 164.



## COLLEGE PARK CITY MAP

This map shows the city boundary, the University of Maryland campus boundary, public transportation options, trails, subdivisions (in red), and parkland.





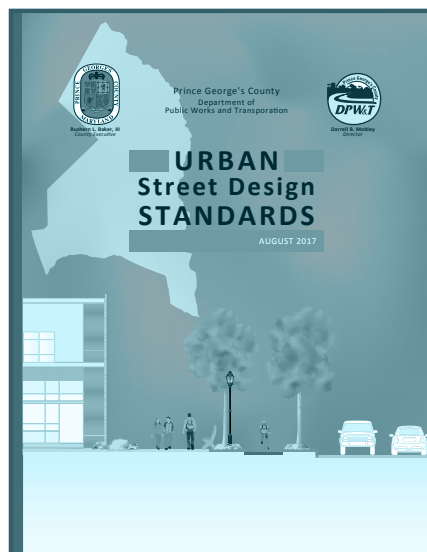
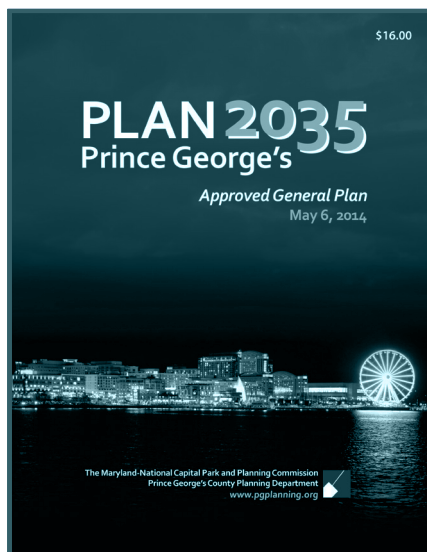
## PROJECT GOALS

Many City of College Park streets are the product of car-centric planning and lack pedestrian and bicycle amenities. This project seeks to:

- **Assess** the feasibility of implementing complete and green street principles.
- **Create** a safe and continuous network of bicycle and pedestrian-friendly streets.
- **Provide** trees and greener streets in context-sensitive designs.
- **Advance** neighborhood sidewalk equability.
- **Implement** projects that advance County and state stormwater management goals where possible.
- **Identify** streetscape enhancements at key intersections where community activities may be concentrated and safely account for all users of the public right-of-way.

By implementing these objectives, this project aims to improve safety, connect neighborhoods with community attractions, and enhance the public realm. Improvements are suggested based on field observations, data analysis, construction costs, and College Park City Council direction. The project team, including the City of College Park Planning Department, the Prince George's County Planning Department, College Park City Council, and A. Morton Thomas and Associates, Inc., collaborated to identify specific street segments for conceptual design and inclusion in the city's Five-Year Capital Improvement Program. This project will help advance consensus by providing implementation details and forecasting construction costs.

**This project** builds upon the findings and recommendations from the 2014 *Plan Prince George's 2035 Approved General Plan*; the 2017 *Prince George's County Urban Street Design Standards*; 2018 City of College Park Department of Engineering maps, and the 2016 City of College Park *Complete Streets Policy and Implementation Plan* and its corresponding street priority matrix.



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# SECTION 2

**REVIEW OF EXISTING CONDITIONS  
AND EVALUATION OF STREET  
SEGMENTS FOR FURTHER ANALYSIS**

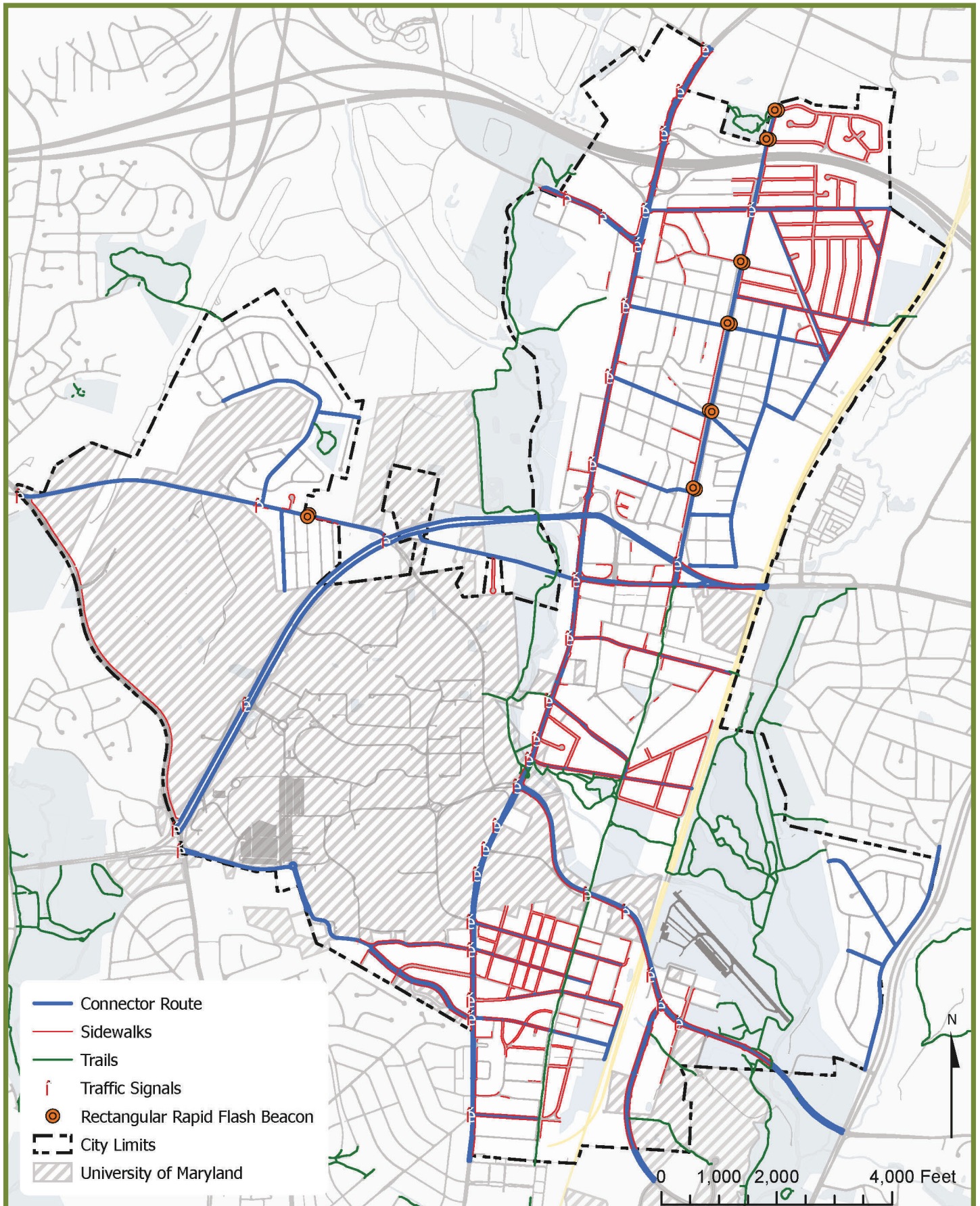
## EXISTING CONDITIONS ANALYSIS

The City of College Park Planning Department used geographic information system mapping technology to target street segments for complete and green reconstruction. The maps that follow demonstrate the presence and absence of features such as sidewalks, trails, and other transportation infrastructure. Gaps in non-vehicular transportation options are revealed, allowing pedestrian and bicycle improvements for certain neighborhoods to be prioritized.

## CONNECTIVITY ROUTES AND SIDEWALKS (MAP RIGHT)

**The primary** vehicular connector routes for each neighborhood are shown in blue. Trails (green) are present, but mostly in public park areas. Sidewalks (red) are clustered in certain neighborhoods.



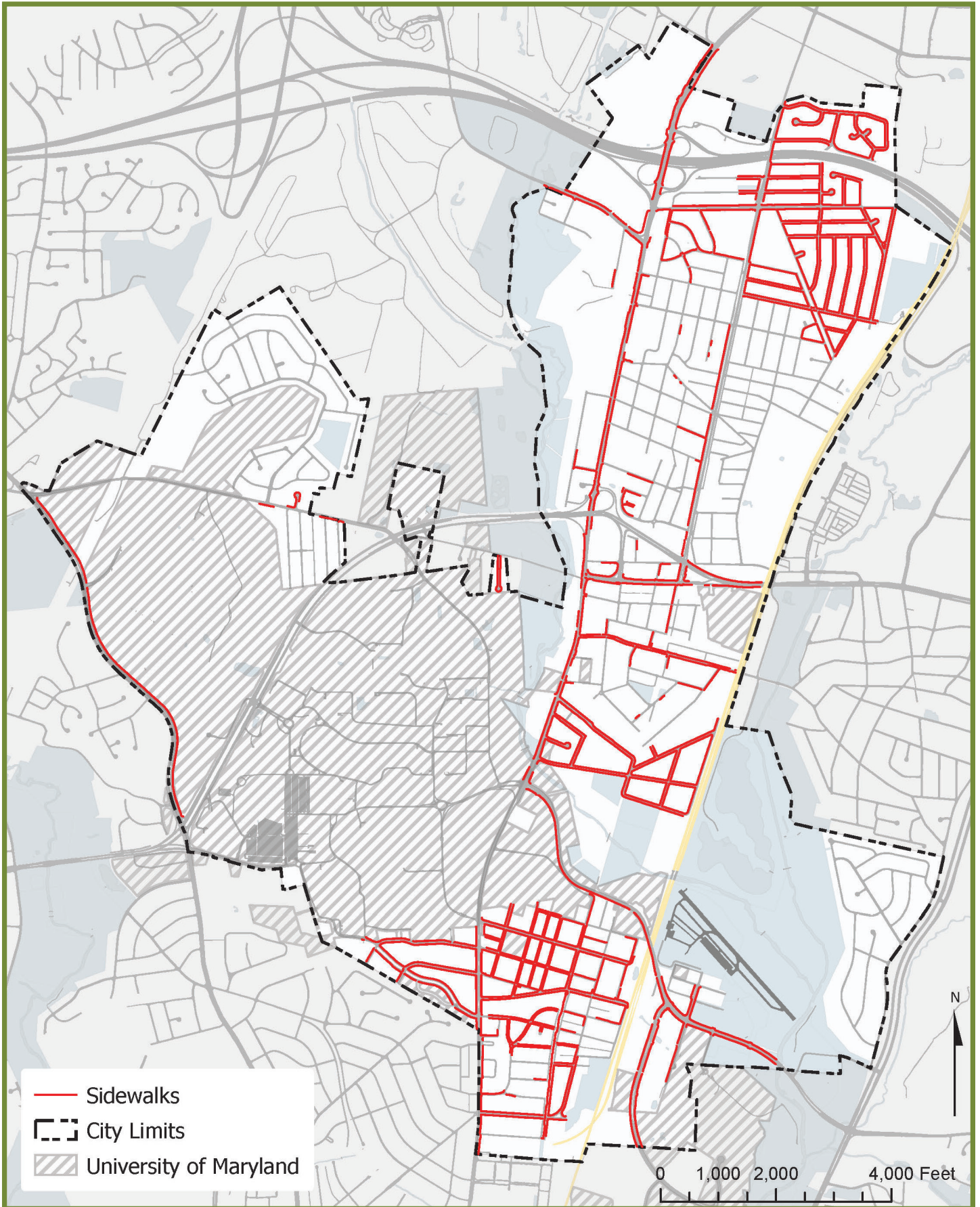


## **EXISTING SIDEWALKS**

### **(MAP RIGHT)**

Existing sidewalks are common in the northern and southern extents of the city. Sidewalks increase walkability, reduce reliance on automobiles, and increase pedestrian safety. Areas without sidewalks miss out on these benefits. The many sidewalks within the University of Maryland campus are not shown as they are not City of College Park sidewalks.







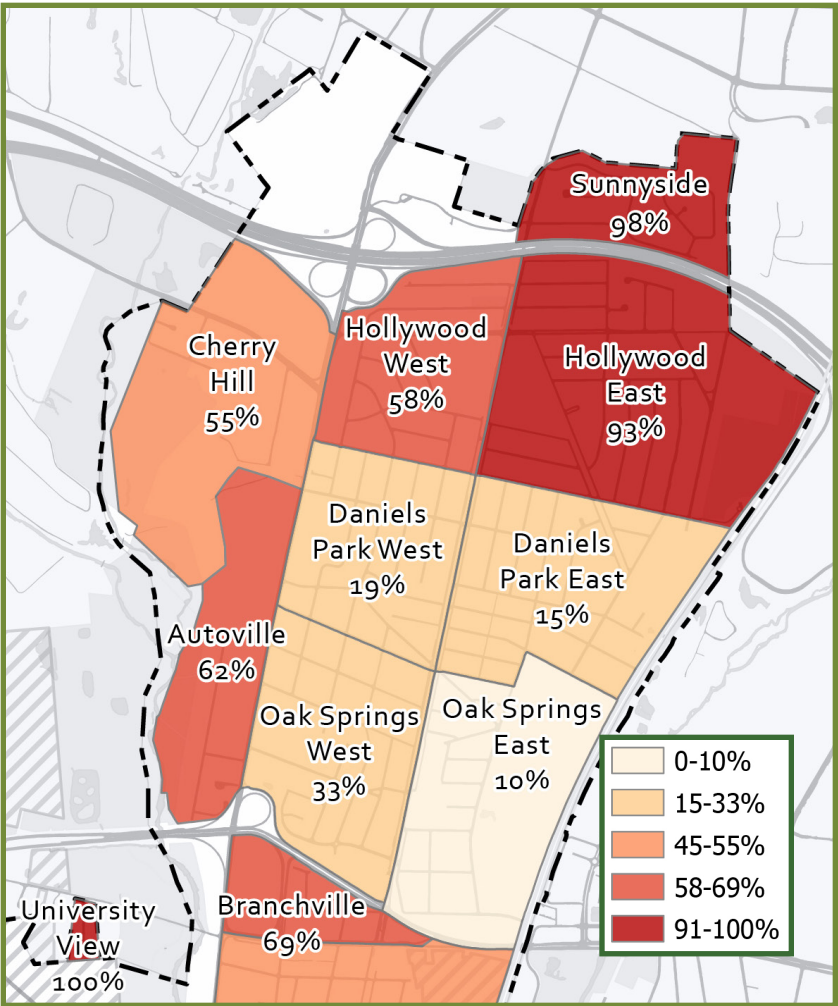
SIDEWALK COVERAGE

The data shown on the prior pages include the length of each street and sidewalk. By combining these data with College Park’s neighborhood association boundaries, a better understanding is obtained of how walkable a particular part of the city is, and how neighborhoods can be compared in terms of sidewalk coverage.

The oldest neighborhoods of Lakeland and Old Town already have greater than 90 percent sidewalk coverage. Both denser residential areas (such as North College Park and Berwyn) and less dense residential areas (such as West College Park, College Park Estates, and Yarrow) that currently have little to no sidewalk coverage are recommended to be prioritized for reconstruction. This prioritization should continue until equitable sidewalk coverage is achieved throughout the city.

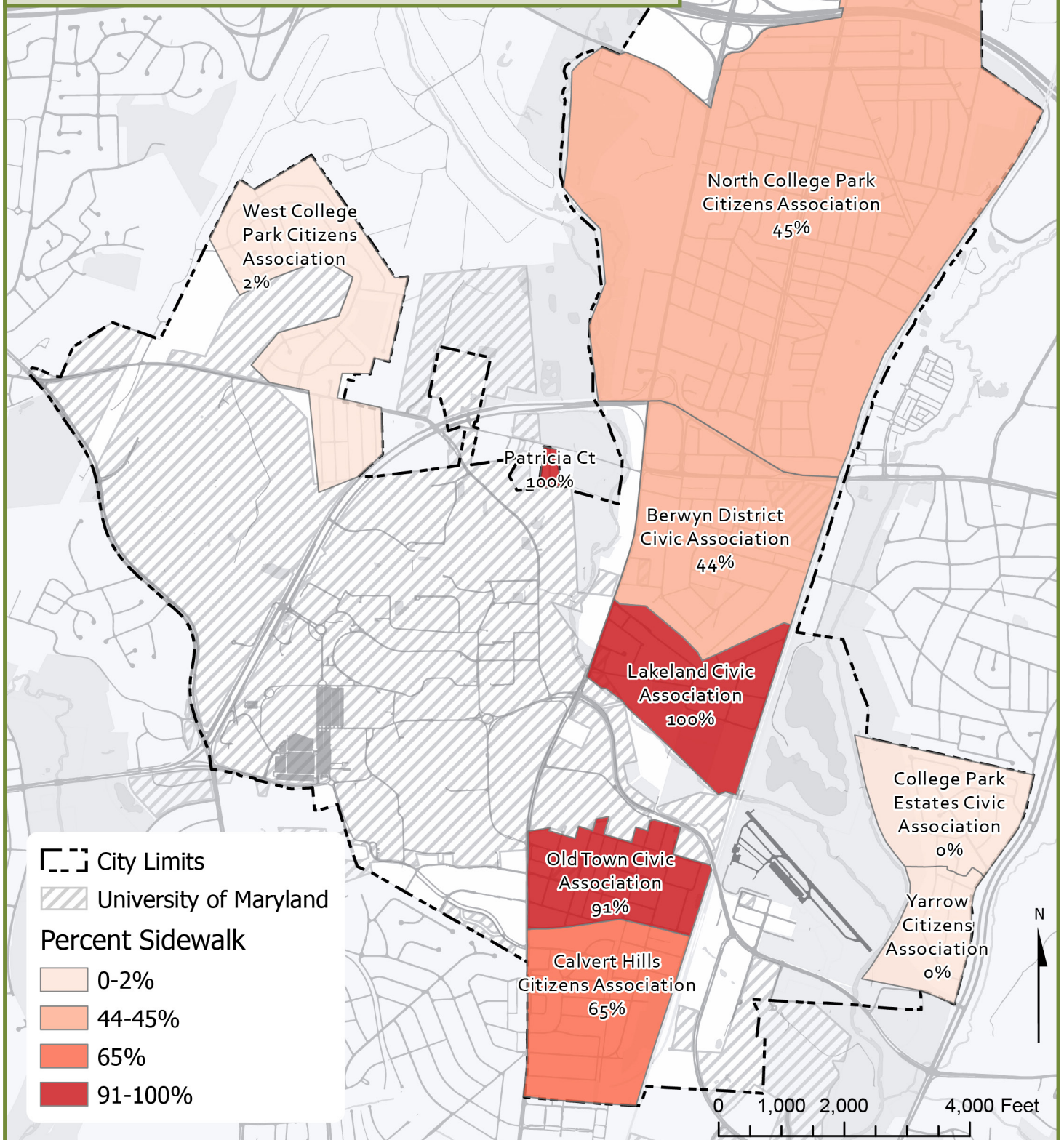
SIDEWALK COVERAGE BY SUBDIVISION

When the North College Park Citizen’s Association sidewalk coverage is broken down by subdivision, the disparity becomes more apparent than the 45-percent average indicates.



## SIDEWALK COVERAGE BY NEIGHBORHOOD ASSOCIATION

This map's percentages represent the total street length with a sidewalk or trail, broken down by neighborhood association.



# COMPLETE LIST OF CITY STREETS WITH SIDEWALKS

## NEIGHBORHOOD SIDEWALK PERCENTAGE COVERAGE

The presence of a sidewalk, (and the neighborhood sidewalk percentage) was determined using the maps on the prior pages. Examination of aerial photographs research was also used to verify the presence of sidewalks.

Streets that are owned or maintained by MDOT SHA (Maryland Department of Transportation State Highways Administration) or DPW&T (Prince George’s County Department of Public Works and Transportation) are excluded from this study. Examples of state roads within city limits include MD 193 (University Boulevard/ Greenbelt Road) and US 1 (Baltimore Avenue). Examples of County roads within city limits include Cherry Hill Road, Cherrywood Lane, Metzerott Road, Rhode Island Avenue and Campus Drive.



Neighborhood	Street
Lakeland (100%)	48th Avenue
	51st Avenue
	54th Avenue
	Lakeland Road
	Melbourne Place
	Navahoe Street
	Pierce Avenue
Old Town (91%)	Calvert Road
	College Avenue
	Columbia Avenue
	Dickinson Avenue
	Hartwick Road
	Hopkins Avenue
	Howard Lane
	Knox Road
	Lehigh Road
	Princeton Avenue
	Yale Avenue
Calvert Hills (65%)	Amherst Road
	Calvert Road
	Fordham Lane
	Guilford Road
	Harvard Road
North College Park (45%)	51st Avenue (north of Narragansett Parkway)
	51st Place
	51st Terrace
	52nd Avenue (Narragansett Parkway to Mangum Road, Odessa Road to Paducah Road)
	52nd Place
	Caddo Street
	Catawba Street
	Cherry Hill Road
	Edgewood Road
	Keota Terrace
	Mangum Road
	Mineola Road
	Muskogee Street
	Narragansett Parkway
	Niagara Place
	Odessa Road
	Ontario Road
	Palco Place
	Paducah Road
	Stewart Court
	Wichita Avenue
Berwyn District (44%)	54th Avenue
	Ash Avenue
	Berwyn House Road
	Berwyn Road
	Navahoe Street
West College Park (2%)	Acredale Court

**COLLEGE PARK CITY STREETS WITH SIDEWALKS**  
**These streets** have a sidewalk on one or both sides of the street. This list is not an assessment of the existing condition of sidewalk, nor ADA (Americans with Disabilities Act) compliance.

# PRIOR BASELINE ANALYSIS, STREET SEGMENT RECONSTRUCTION STUDIES AND IMPLEMENTATION EFFORTS

## PRELIMINARY PRIORITY STREETS IDENTIFIED BY CITY STAFF (AUGUST 2017)

In 2017, the city analyzed 98 street segments spread across 25 city streets. Each segment was scored by the presence or absence of obstacles and opportunities and then ranked to assess the feasibility and necessity for complete and green reconstruction. The list focused on city-owned neighborhood connector streets that link to US 1 (Baltimore Avenue), Rhode Island Avenue, or other major destinations. See Appendix A for the city's 2017 matrix that served as a starting point for this project.

## PRELIMINARY ANALYSIS OF STREETS WITHOUT SIDEWALKS

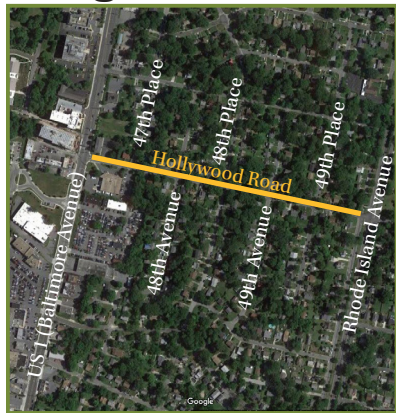
A preliminary analysis of all city streets that do not have sidewalks was undertaken by A. Morton Thomas and Associates, Inc. (AMT) following the drafting of the city's initial sidewalk concepts. Streets that were previously identified as candidates for reconstruction in the city's capital improvement plan (CIP), by the city engineer, or within the city's draft matrix received additional consideration for this analysis. These streets were also evaluated for connectivity improvements. Streets where a new sidewalk would connect to existing circulation networks were favored (see Appendix B). City planning department staff provided comment on AMT's initial shortlist of city streets and critique of the city's draft matrix (see Appendix C). Based on their knowledge of the city, prior resident comment, and the current CIP, the city recommended that certain streets should be either added or removed from the list for further consideration (see Appendix D).

## CITY DRAFT CONCEPTS FOR STREET SEGMENT SIDEWALK INSTALLATION

After completion of the draft matrix, the city studied the potential for new sidewalks on the following street segments:

- **Hollywood Road:** As part of a separate project, the city is currently developing 30 percent sidewalk design plans for Hollywood Road between Rhode Island Avenue and US 1 (Baltimore Avenue). A new sidewalk in this residential area would provide improved walkability to the Hollywood Park playground, North College Park Post Office and the Rhode Island Avenue corridor. The estimated cost for the Hollywood Road sidewalk project is \$486,470.
- **DePauw Place:** The city prepared a sketch for this street due to its wide right-of-way and complete lack of sidewalks in the neighborhood. In areas with mature trees, flexible porous pavement is recommended to reduce impacts to roots. A new sidewalk would present the opportunity to connect to other potential future projects, including a sidewalk on St. Andrews Place and a planned M-NCPPC hard-surface trail at the east end of DePauw Place.
- **St. Andrews Place and Metzerott Road:** The city and County are coordinating on the addition of a sidewalk along the north side of Metzerott Road and the east side of city-owned St. Andrews Place (between Metzerott Road and Duke Street). This will provide a safe and accessible route to the bus stops on County-owned Metzerott Road.
- **Bowdoin Avenue:** Many pedestrians currently use the Bowdoin Avenue roadway because there are no sidewalks. The narrow right-of-way, hedgerows, and utility poles are significant challenges, but a new sidewalk in this location would provide a critical north-south pedestrian connection from Erskine Road to the College Park MARC and WMATA stations.

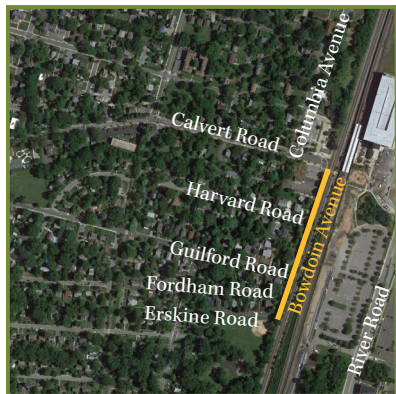
## Hollywood Road



## DePauw Place



## St. Andrews Place and Metzerott Road



## Bowdoin Avenue







# SECTION 3

**TWELVE STREET  
SEGMENTS PRIORITIZED  
FOR RECONSTRUCTION**



## PRELIMINARY STREET-SEGMENT PRIORITIZATION MATRIX

Following meetings with city staff, research, and site visits, the city's 2017 matrix (see Appendix A) was revised in two significant ways: first, A. Morton Thomas and Associates, Inc., expanded the list of streets based on findings shown in Appendices B and D to include additional potential street segments; second, the matrix was expanded to include additional criteria that can be objectively assessed, such as potential impacts to trees, stormwater LID potential and connectivity to existing features (for example, public parks, facilities, or transportation networks). As with the 2017 matrix, this preliminary matrix consolidates information on each street segment's right-of-way, topography, parking, vegetation and utilities. Based on the cumulative score relative to the other street segments in the matrix, preliminary recommendations are provided based on the above-referenced criteria. The street segments are ranked high to low by their matrix score.



# Priority Street Segment Selection Matrix

Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	Preliminary Notes	Existing Design Constraints Scoring						LID Potential Scoring	Connectivity Scoring		PROJECT SCORE	Preliminary Recommendations	RECOMMENDED FOR 30% DESIGN?
								ROW BC	Topo	Wall	Trees Impact/Removals	Obstacles (poles, hydrants, fence, etc.)	Opportunities for Bump- outs & SWM	.5 pt each for the following					

Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	Preliminary Notes	Existing Design Constraints Scoring						UD Potential Scoring	Connectivity Scoring	PROJECT SCORE	Preliminary Recommendations	RECOMMENDED FOR 30% DESIGN?			
								ROW BC	Topo	Wall	Trees Impact/Removals	Obstacles (poles, hydrants, fence, etc.)	Opportunities for Bump-Outs & SWM						.5 pt each for the following		
North College Park	Cherokee Street	48th Place	Rhode Island Avenue	50 feet (from 48th Place to Rhode Island Avenue)	800 feet	26 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Obstructions the entire length; however, they can be worked around to install a sidewalk.</p> <p><b>VEG/TREES:</b> ~20' Zelkova and shrubs outside 4805 Cherokee Street. ~18 inch Bradford pear outside 9104 Rhode Island Avenue.</p> <p><b>POSSIBLE CONNECTIONS TO EXISTING:</b> The Developer plans to install a sidewalk on the east side of Cherokee Street, terminating at intersection with 48th Place.</p> <p><b>POINTS AT RIGHT ARE FOR THE NORTH SIDE OF CHEROKEE STREET.</b></p>														
	North College Park	Edmonston Road	Old Calvert Road	Bryn Mawr Road	80 feet	3260 feet	double yellow/11 foot travel lane/ 1 foot paved shoulder (Typically open section but some asphalt curbs sporadically throughout the road.) OR double yellow/12 foot travel lane/9 foot parallel parking	<p><b>PARALLEL PARKING:</b> Parallel parking west side between from Mawr Road and Wellesley Drive. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Wall will be needed at 7314 Edmonston Road. "Yarrow" entrance brick walls will need to be preserved at Radcliffe Drive intersection. Possibly a minor bump-out needed.</p> <p><b>VEG/TREES:</b> Planting bed at 7302 Edmonston Road. Large trees at 7308/7314 Edmonston but most impacts can be worked around to install a sidewalk.</p> <p><b>INTERSECTING STREET:</b> Radcliffe Drive</p> <p>Narrow intersection width at Knoxville Drive by bumping out curb. This will reduce proposed crosswalk length.</p> <p>The Marenka House (Historic Site 66-076) at 7300 Radcliffe Road is protected by the County Historic Preservation Ordinance (Subtitle 29) and is listed on the National Register of Historic Places. Installation of a sidewalk may require coordination with the Prince George's County Historic Preservation Commission.</p> <p><b>POINTS AT RIGHT ARE FOR THE WEST SIDE OF EDMONSTON ROAD.</b></p>	2	2	0.5	1	1	1	1	1	1.5	9	1. If selected as a project, recommend sidewalk is on west side of road since neighborhood is on west side. 2. Since bus stops are on both sides of road, recommend cross-walks and signage to ADA-accessible bus pads on east side of Edmonston Road. (Currently no ADA-accessible bus pads or shelters.)	YES	
North College Park	48th Place	47th Place	Delaware Street (or at least Indian Lane or Fox Street)	variable 40-50 feet (to Delaware Street) 2930 feet (to Fox Street) 2460 feet (to Indian Lane) 3780 feet (to Delaware Street)	26 feet curb to curb	26 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Sidewalk design could cause minor impacts.</p> <p><b>OBSTACLES:</b> Appears that a garage is encroaching in the ROW at 4813 Hollywood Road. Will need new mid-black crosswalks to avoid steep banks, retaining walls and trees in ROW. Needed to simplify construction and reduce costs.</p> <p>Steep descent down from 47th Place.</p> <p><b>TREES/VEG:</b> Possibly some small trees removed between 9714 and 9718 48th Place. Could pinch sidewalk down here to 3-4 feet if needed. Dense vegetation and several mature deciduous trees south of Indian Lane towards Delaware Street.</p> <p><b>POSSIBLE CONNECTIONS TO EXISTING:</b> Existing sidewalks terminate at 47th Place corner. Good tie-in potential.</p> <p>Existing sidewalks terminate at three-out-of-the-four corners at 48th Place/Muskogee Street. Tie new sidewalk into the existing northwest corner sidewalk. Two existing crosswalks, too.</p> <p>Existing sidewalk east side 48th Place between Muskogee Street and Lackawanna Street.</p> <p>There is a strip of sidewalk on the east side of 48th Place between Hollywood Road and Ingoz Street. Place new sidewalk on this side to tie into existing sidewalks.</p> <p><b>POINTS AT RIGHT ARE FOR EXTENDING THE PROJECT TO INDIAN LANE.</b></p>	2	1.5	0.5	1	1	1	1	1	2	9	1. Strongly recommend a sidewalk on south side of 48th Place between 47th Place and Muskogee Street. This takes advantage of the existing sidewalks and crossings between Muskogee Street and Lackawanna Street. 2. Sidewalk to Indian Lane is feasible and relatively cost effective. 3. Very challenging and costly south of Indian Lane. 4. Connecting to Indian Lane benefits students (bus stops on Indian Lane) and City employees (DPW at south end of Indian Lane).	YES		
	North College Park	52nd Avenue	Narragansett Parkway	Huron Street	30 feet (Huron to Keneasaw) 50 feet (Keneasaw to Narragansett)	1260 feet	28 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Between Narragansett Parkway and Keneasaw Street, fewer obstructions on west side of 52 Avenue. Bump-outs may still be necessary, however. Steep banks between Keneasaw Street and Huron Street. the east side has more potential.</p> <p><b>VEG/TREES:</b> (1) ~10 inch Zelkova outside 9608 52nd Avenue and (2) ~15 inch maple outside 9604 52nd Avenue.</p> <p><b>POSSIBLE CONNECTIONS TO EXISTING:</b> existing sidewalks on each side of 52nd Avenue north of Narragansett Parkway. Could tie into either side.</p>	1.5	3	0.5	1	0	1	1	1	1	8	1. Sidewalk is feasible on west side 52nd Avenue, as is SWM where bump-outs are needed. 2. Keneasaw Street to Narragansett Parkway is feasible given wide ROW; however, it only lengthens the existing sidewalk network by 1 block. Other projects could be better served with CIP design/construction funding. 3. South of Keneasaw Street is not cost effective.	NO	



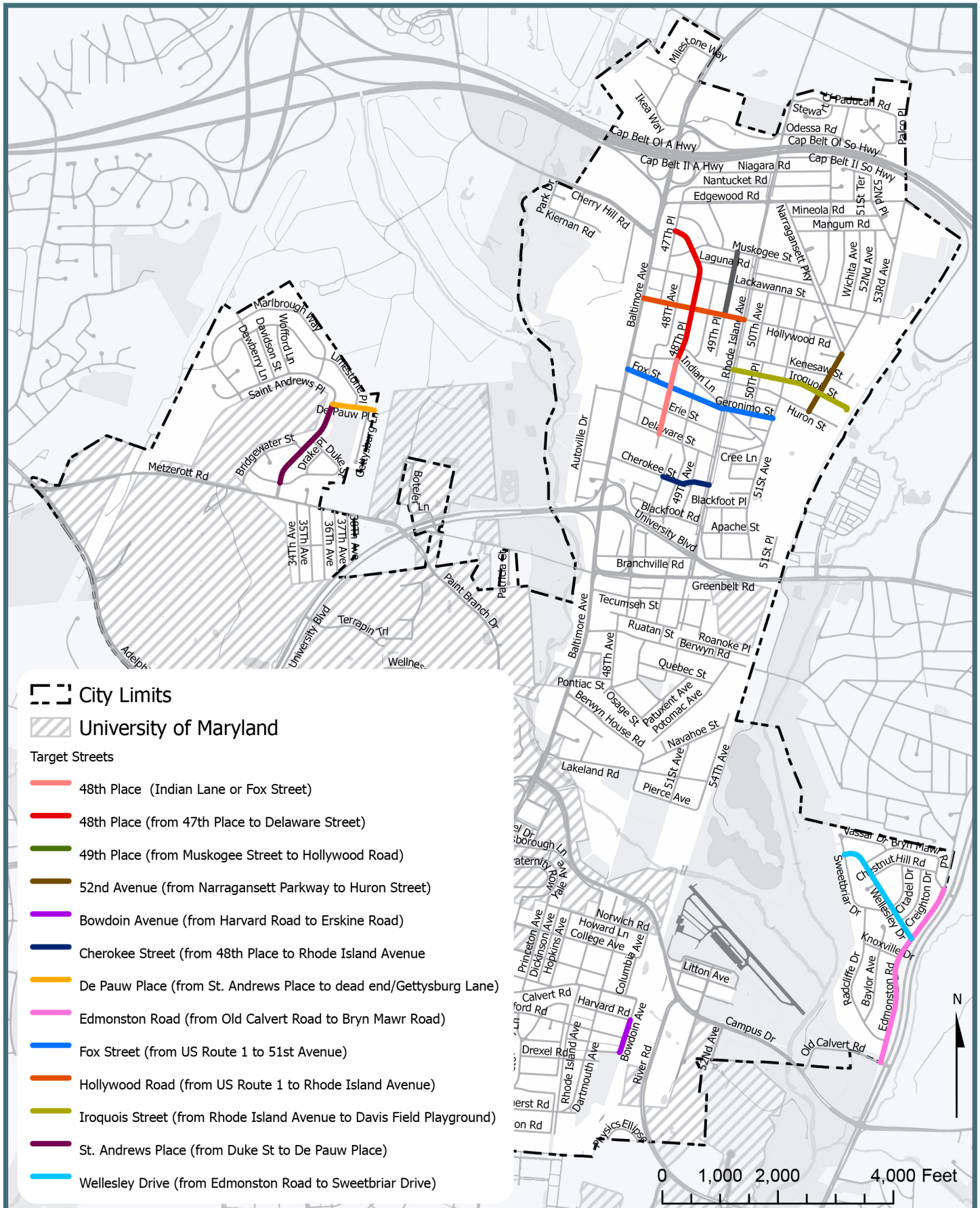


## **TWELVE TARGETED AND PRIORITIZED STREET SEGMENTS**

### **BASED ON THE PRELIMINARY MATRIX**

When mapped, it can be seen that the twelve prioritized street segments included in the preliminary matrix are clustered in neighborhoods with the fewest sidewalks, as discussed in Section 2.

The six highest-ranked street segments on the preliminary matrix (St. Andrews Place, DePauw Place, Wellesley Drive, Cherokee Street, Edmonston Road and 48th Place) were initially recommended for 30 percent design. These six street segments were presented to the College Park City Council at their February 18, 2020 hearing (see Section 4).





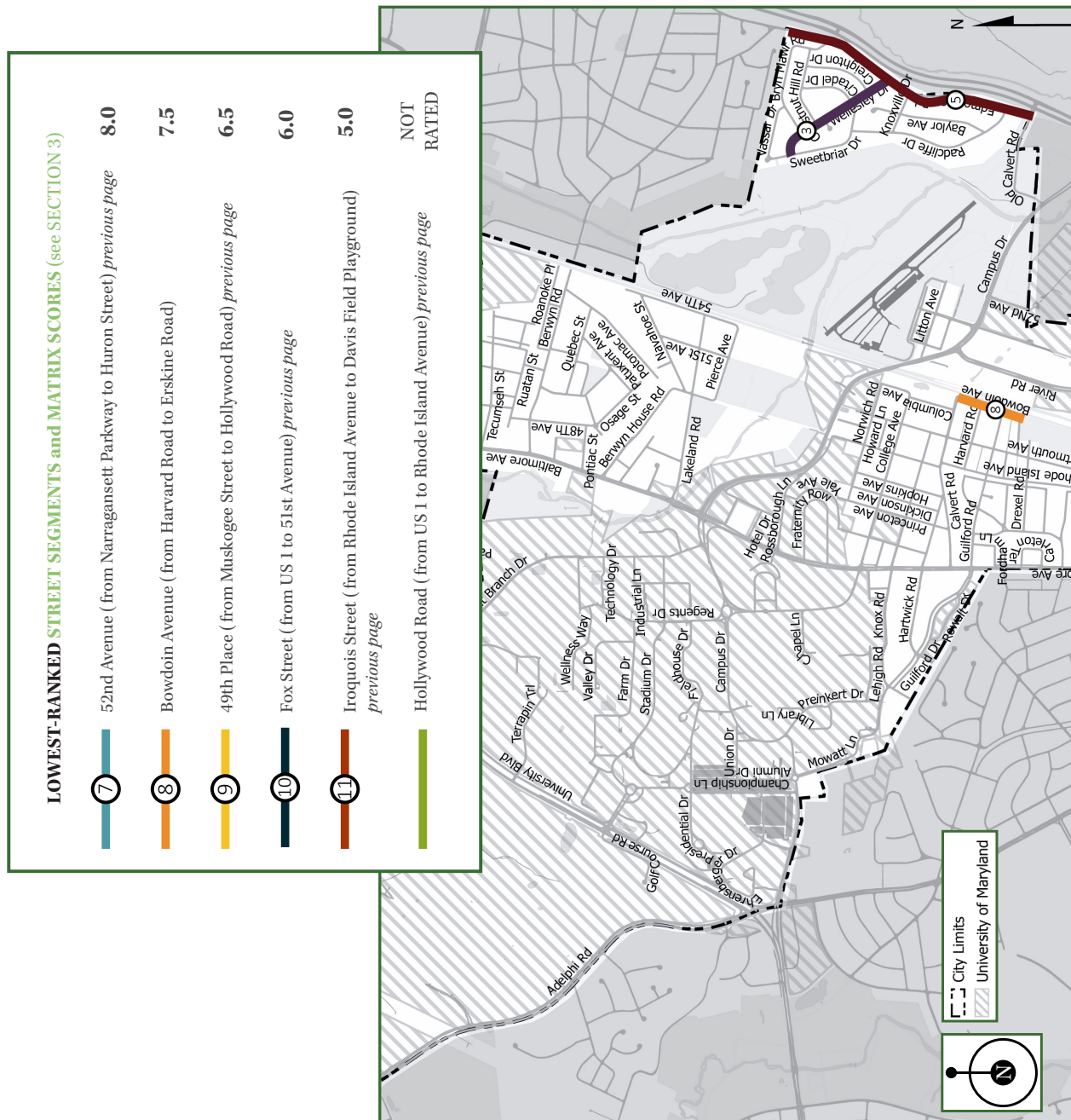


# SECTION 4

**SIX HIGHEST-RANKED  
STREET SEGMENTS AND  
CITY COUNCIL WORKSESSION**

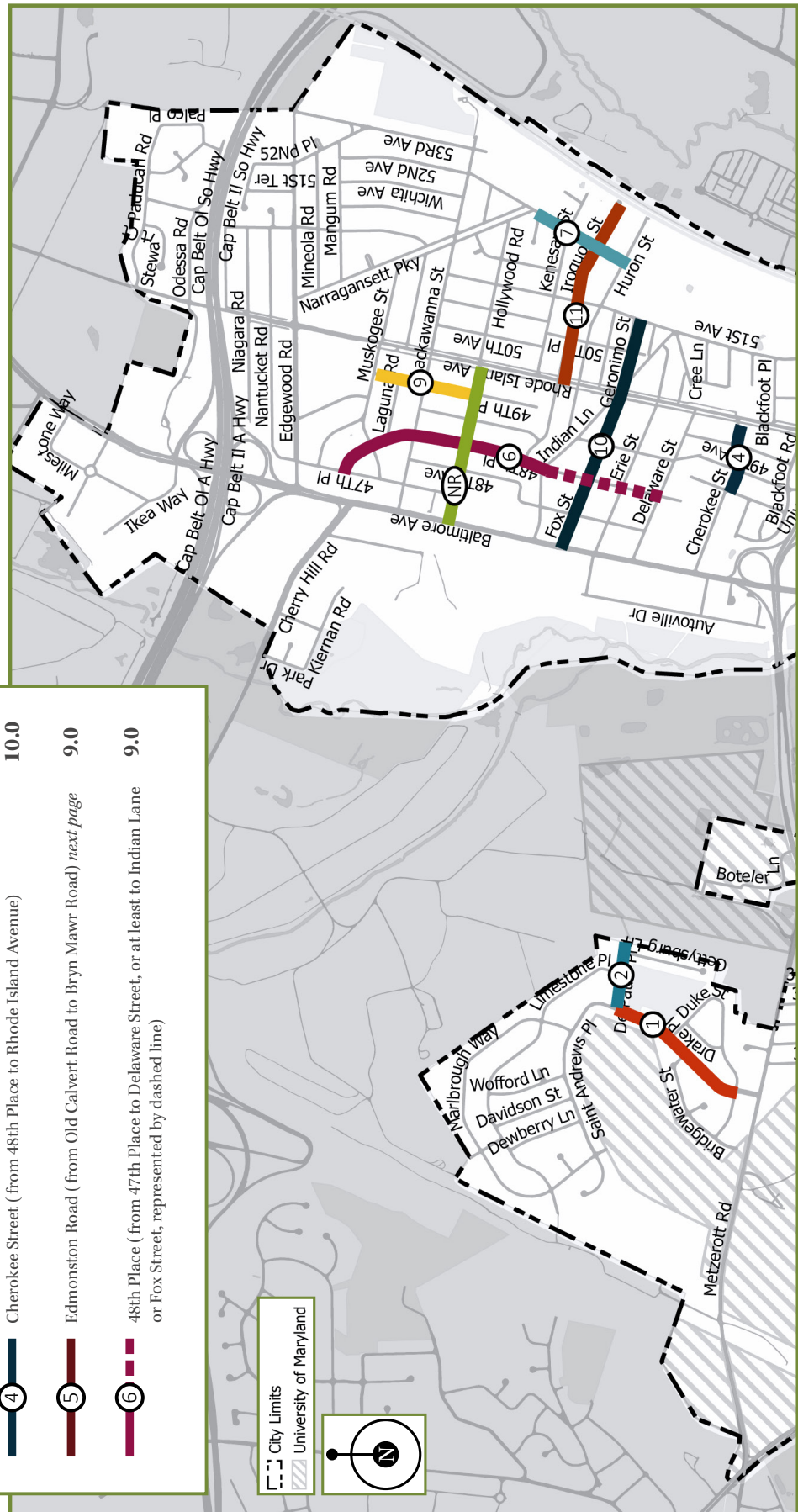
## HIGHEST-RANKED STREET SEGMENTS

On February 18, 2020, city planning department staff and AMT presented the project's purpose, funding, preliminary findings and scope to the College Park City Council. The goal of the presentation was to reach consensus between the council, mayor and planning department on which street segments to advance to the next project phase. The map below locates the segments, ranked from highest to lowest matrix score. The city planning department staff and AMT recommended that streets ranked 1-5 (or 6 in lieu of 5) advance to the next phase of 30-percent plan drawings, cost estimates, an updated matrix and a draft 5-year capital improvement plan. The following pages summarize the content of the presentation, and the challenges and opportunities associated with each of the six highest-ranked street segments.



### HIGHEST-RANKED STREET SEGMENTS and MATRIX SCORES (see SECTION 3)

①	St. Andrews Place (from Duke Street to De Pauw Place)	12.0
②	De Pauw Place (from St. Andrews Place to dead end/Gettysburg Lane)	11.5
③	Wellesley Drive (from Edmonston Road to Sweetbriar Drive) <i>next page</i>	11.5
④	Cherokee Street (from 48th Place to Rhode Island Avenue)	10.0
⑤	Edmonston Road (from Old Calvert Road to Bryn Mawr Road) <i>next page</i>	9.0
⑥	48th Place (from 47th Place to Delaware Street, or at least to Indian Lane or Fox Street, represented by dashed line)	9.0







## ST. ANDREWS PLACE

### PROPOSED SIDEWALK: EAST SIDE, DUKE STREET TO DE PAUW PLACE

St. Andrews Place is constructed as a boulevard with a raised-curb landscaped median from Metzerott Road to approximately 200 feet north of Duke Street. On-street parking is present; however, because of the wide right-of-way, a new sidewalk would not significantly impact its location or availability. Storm drains along the eastern curb line present an opportunity for stormwater management to be integrated into the existing system. In addition, there are several established trees and vegetation on the east side near the 90- and 9100 block of St. Andrews Place. This vegetation will need to be protected to the maximum extent practicable during implementation, including possibly installing on-grade porous flexible pavement in critical root zones, as well as bump-outs into the roadway.

**Potential challenges to implementation:** Overhead electric and telecommunication lines hang from utility poles on the west side of St. Andrews Place. There is also a pole/guy wire outside 9019 St. Andrews Place that should be avoided (or relocated if necessary). A fire hydrant is also located on the west side.

**Opportunities:** A new sidewalk on St. Andrews Place from Duke Street to De Pauw Place could connect to existing crosswalks at these intersections. A new sidewalk on the east side would also provide safe access to the College Park Woods Neighborhood Park, and could connect to a future city or County sidewalk on Metzerott Road and St. Andrews Place running to Duke Street (see the city's draft concept in Section 2).



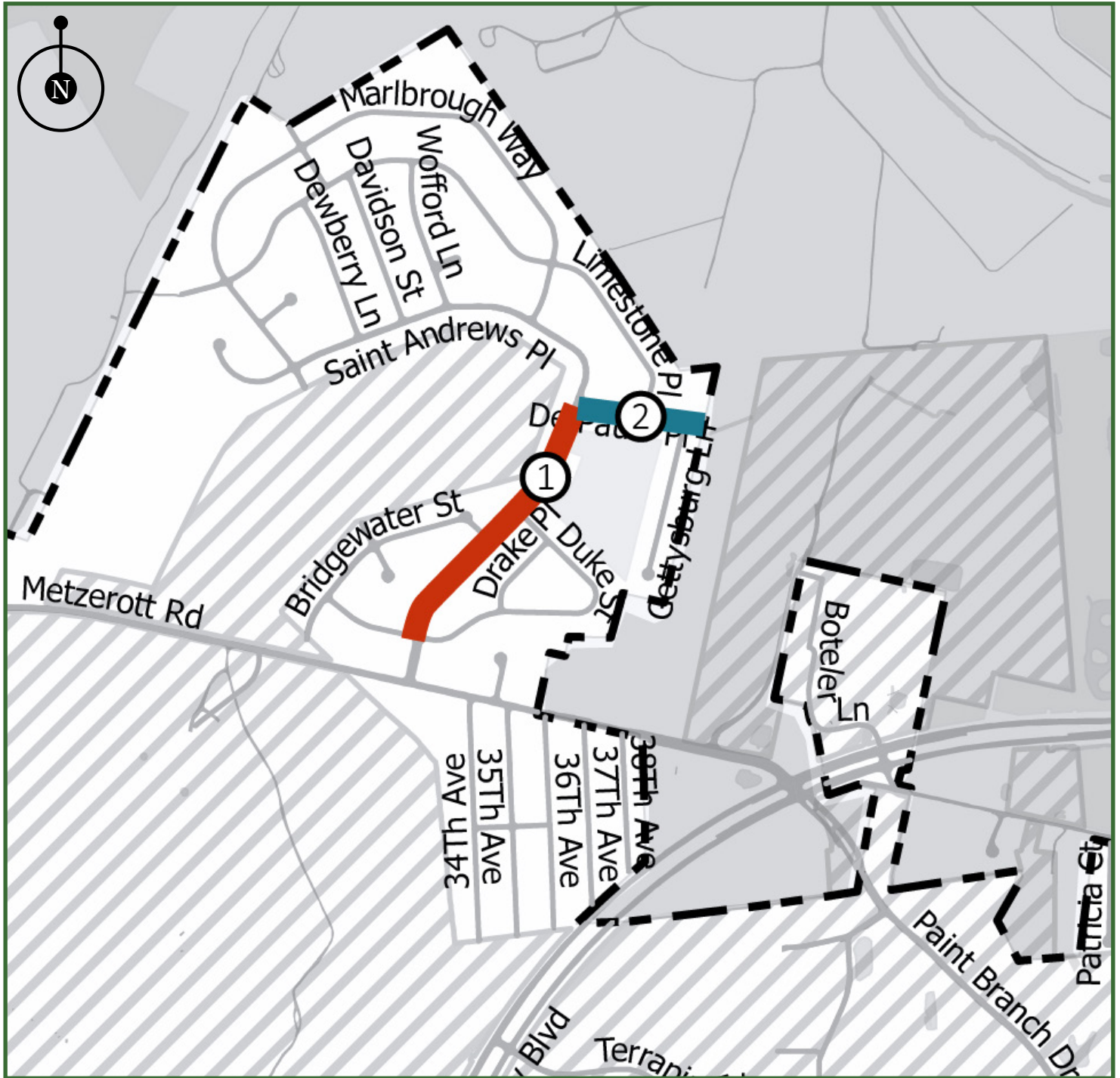
## DE PAUW PLACE

### PROPOSED SIDEWALK: NORTH SIDE, FROM ST. ANDREWS PLACE

A new sidewalk would be unlikely to significantly affect the location or availability of on-street parking. There are several established trees outside 3612 and 3616 DePauw Place and 9017 and 9018 Gettysburg Lane. A planting bed is present at 9122 Gettysburg Lane. This vegetation will need to be protected to the maximum extent practicable during implementation, including possibly installing on-grade porous flexible pavement in critical root zones, as well as bump-outs into the roadway.

**Potential challenges to implementation:** Overhead electric and telecommunication lines hang from utility poles on the south side of DePauw Place directly behind the curb and gutter. Although the south side has a shallower slope behind the curb than does the north side, due to the presence of these utilities it is recommended to locate the sidewalk on the north side. The north side may require a short retaining wall or curb in some areas.

**Opportunities:** A new DePauw Place sidewalk could connect to the proposed St. Andrews Place sidewalk project and an M-NCPPC planned hard-surface shared-use trail connecting at the DePauw Place dead end.



**ST. ANDREWS PLACE (LOOKING NORTH)**

Source: AMT Inc.



**DE PAUW PLACE (LOOKING EAST)**

Source: AMT Inc.

## WELLESLEY DRIVE

### PROPOSED SIDEWALK: NORTHEAST SIDE, EDMONSTON ROAD TO SWEETBRIAR DRIVE

Due to the wide right-of-way and ample asphalt surface, Wellesley Drive has promising potential for a complete street reconstruction that includes LID bump-outs, maintains parallel parking on each side of the street, protects mature trees, avoids utilities, and adds a sidewalk on at least the northeast side, if not the southwest. Steep slopes north of Bryn Mawr Road may limit the project north of this cross street.

Potential challenges to implementation: Wellesley Drive includes several mature trees on the southwest side of the street, notably at 7511 Wellesley Drive where a bump-out is recommended. Mature trees are also present on the north side between Bryn Mawr Road and Sweetbriar Drive. This vegetation will need to be protected to the maximum extent practicable during implementation, including possibly installing on-grade porous flexible pavement in critical root zones, as well as bump-outs into the roadway.

Opportunities: A new sidewalk on Wellesley Drive would present opportunities to connect to the proposed sidewalk on Edmonston Road and offers a safe pedestrian connection to bus stops there.

## EDMONSTON ROAD

### PROPOSED SIDEWALK: WEST SIDE, OLD CALVERT ROAD TO BRYN MAWR ROAD

Edmonston Road is a long, curvilinear street east of the Yarrow and College Park Estates neighborhoods. Parallel parking is present on the west side of Edmonston Road between Bryn Mawr Road and Wellesley Drive. The west side of the road also includes several mature trees (for example, near 7308-7314 Edmonston Road) and a planting bed (at 7302 Edmonston Road) that would necessitate special construction techniques to protect the vegetation to the maximum extent practicable. At some of the cross streets, such as Knoxville Drive, the wide intersection can be reduced by bumping out the curb, creating a shorter and safer new crosswalk and a more pedestrian-friendly entrance to the neighborhood.

Potential challenges to implementation: On the west side, steep slopes near 7314 Edmonston Road could require a retaining wall, and the brick entrance features need to be preserved at the Radcliffe Drive intersection. Bump-outs may be required to do so. The Marenka House (Historic Site 66-076) at 7300 Radcliffe Road is protected by the County Historic Preservation Ordinance (Subtitle 29) and is listed on the National Register of Historic Places. Installation of a sidewalk may require coordination with the Prince George's County Historic Preservation Commission.

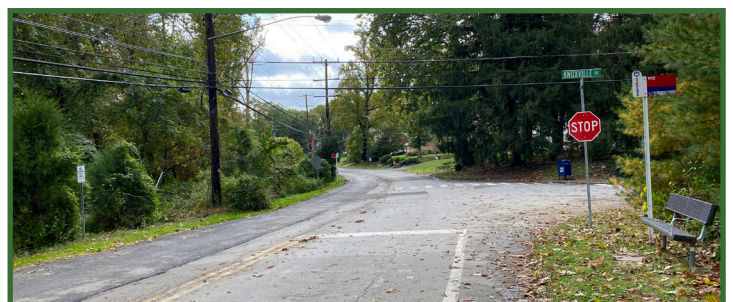
On the east side, utility poles are installed near the roadway. The east side also has a steep bank that will require significant brush clearing, filling, and possibly walls to retain the fill required by a sidewalk. For these reasons, sidewalk installation is recommended for the west side, except between Bryn Mawr Road and Wellesley Drive, where the sidewalk could cross to the east side to avoid impacts to parallel parking. A sidewalk on the west side likely reduces the amount of pedestrian crossings from the neighborhood to the east side of Edmonston Road. Although the posted speed limit is 25 miles per hour, it was observed that vehicles frequently exceed that. Currently, pedestrians typically prefer the west side because the east side slope is less comfortable for walking. Crosswalks and signage are still required on the east side wherever a bus stop is present. The Washington Suburban Sanitary Commission is scheduled to replace the Edmonston Road water main. Contract BT6433A18 began in Spring 2020 and is scheduled to conclude by June 2021. Roadway pavement restoration will occur in Summer 2022.

Opportunities: A new sidewalk on Edmonston Road could connect to other non-vehicular circulation systems, including the potential Wellesley Drive sidewalk project, and a new roadway project along Old Calvert Road (stretching from Edmonston Road to Campus Drive). The city council recommended the following condition to (pending) DSP-18047: "Amend the BPIS to eliminate the bus shelter improvement and instead reflect 5.b. (3) of the Preliminary Plan resolution (PGCPB No. 20-09, File No. 4-18027), 'Construct a sidewalk from the Campus Drive/Riverside Avenue intersection on the west side of Riverside Avenue to Old Calvert Road.'"





**WELLESLEY DRIVE (LOOKING SOUTHEAST)**  
Source: AMT Inc.



**EDMONSTON ROAD (LOOKING SOUTH)**  
Source: AMT Inc.

## CHEROKEE STREET

### PROPOSED SIDEWALK: NORTH SIDE, 48TH PLACE TO RHODE ISLAND AVENUE

Although not a thoroughfare, Cherokee Street provides a critical link between US 1 (Baltimore Avenue) and Rhode Island Avenue. The street will not lend itself to further narrowing, so the sidewalk should be made to fit into the right-of-way without encroaching into the roadway or reducing the on-street parking. Storm drains exist, but new bump-outs or stormwater low-impact development are not practical due to the narrow street width. Cherokee Street includes several established trees and vegetation, including an approximately 20-inch *Zelkova* (4805 Cherokee Street) and an approximately 18-inch Bradford pear (9104 Rhode Island Avenue). However, there are higher-quality trees on the south side, which should eliminate that side from consideration for sidewalk installation.

**Potential challenges to implementation:** Utility poles carrying electric and telecommunication lines, guardrails, and signage are located on the north side. Signage can be moved, but the proposed sidewalk needs to avoid the utility poles as they would be expensive to relocate.

**Opportunities:** A new sidewalk on Cherokee Street would provide a pedestrian connection to the US 1 (Baltimore Avenue) and Rhode Island Avenue corridors. This project could also connect (via a crosswalk) to a sidewalk that terminates at 48th Place, recently installed as part of the Metropolitan at College Park development (4701-4729 Cherokee Street).

## 48TH PLACE

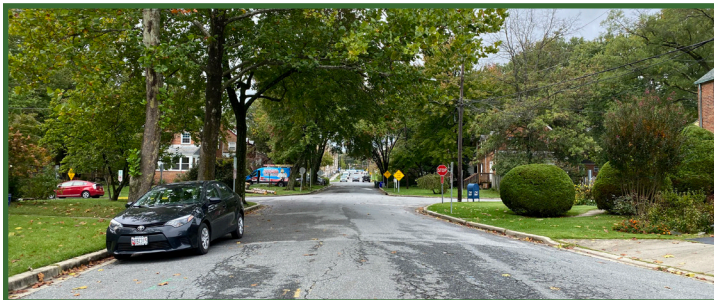
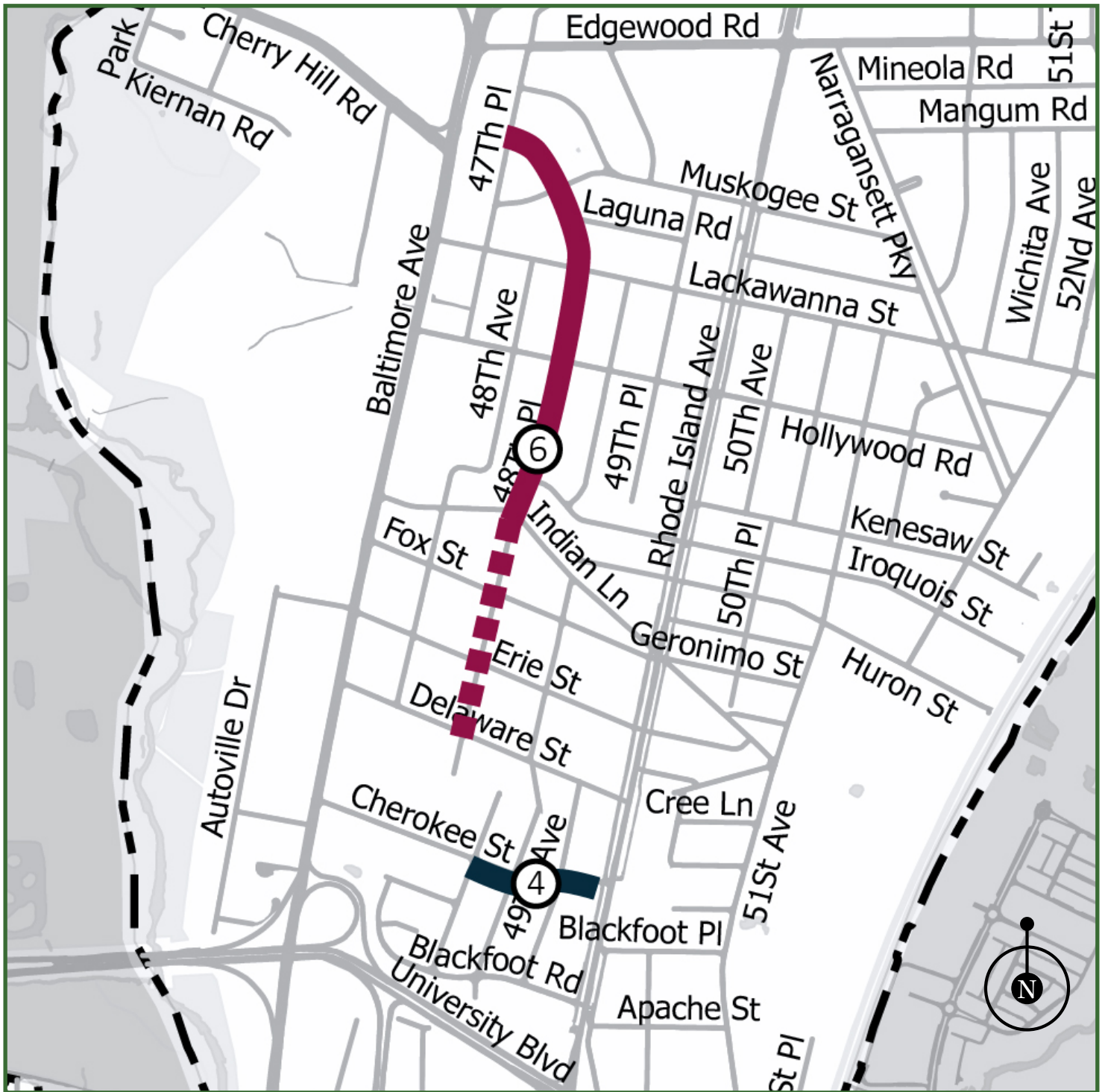
### PROPOSED SIDEWALK: 47TH PLACE TO DELAWARE STREET (OR AT LEAST TO INDIAN LANE OR FOX STREET)

This segment of 48th Place is hilly and residential in character. Between 47th Place and Muskogee Street, a sidewalk is recommended for installation on the south side. This would take advantage of the existing sidewalks and crosswalks between Muskogee and Lackawanna Streets. Care should be taken to ensure that changes to the location or reduction in the amount of on-street parking are minimized. Unless the sidewalk width is reduced to three or four feet, several small trees between 9714 and 9718 48th Place may need to be removed. There are mature trees between Indian Lane and Delaware Street, complicating the potential for a sidewalk at this location.

**Potential challenges to implementation:** A garage at 4813 Hollywood Road may encroach into the right-of-way, and there are steep slopes near 47th Place. South of Indian Lane, this project may prove not as cost-effective as other options because of the need for mid-block crossings and short retaining walls. However, between 47th Place and Indian Lane, this project is feasible and relatively cost-effective.

**Opportunities:** A new sidewalk on 48th Place would connect fragments of existing sidewalks (at the corner of 47th and 48th Places; at the corner of 48th Place and Muskogee Street; at 48th Place between Hollywood Road and Iroquois Street, and at 48th Place between Muskogee and Lackawanna Streets) with a continuous pedestrian route that connects them to existing crosswalks. If the sidewalk is extended to Indian Lane, an improved pedestrian route would be provided to the Indian Lane bus stops and the City of College Park Department of Public Works (located at the south end of Indian lane at 9217 51st Avenue).





**CHEROKEE STREET (LOOKING WEST)**

Source: AMT Inc.



**48TH PLACE (LOOKING SOUTH)**

Source: AMT Inc.



## COLLEGE PARK CITY COUNCIL WORKSESSION

### SELECTION OF FINAL FIVE STREET SEGMENTS FOR 30 PERCENT DESIGN

City of College Park Planning Department staff and A. Morton Thomas and Associates, Inc., (AMT) presented their recommended street segments to the mayor and city council on February 18, 2020. The mayor and council directed AMT and staff to proceed with developing 30 percent plans with corresponding matrix updates, cost estimates and CIP recommendations for the following street segments: St. Andrews Place, Cherokee Street, Edmonston Road, 52nd Avenue, and Bowdoin Avenue. (See **Appendix C** for complete meeting minutes.)



CITY OF  
**COLLEGE PARK**

#### PRESENTATION TO CITY COUNCIL AND MAYOR

A **recording** of the presentation (including [video/audio](#) and [meeting minutes](#)) is available at <https://www.collegeparkmd.gov/councilmeetings>. Image source: City of College Park

## GENERAL COMMENTS

- Existing traffic volumes should factor into the decision-making process for street selection
- Include a safety score of each street (either current safety or potential safety improvements)
- Break down North College Park into neighborhoods [subdivisions]
- Prioritize streets near Metro stations and commercial districts
- Present these recommendations to nearby residents for their comments
- Consider how future development will impact certain streets
- After development of 30 percent plans, city staff will begin community outreach to obtain consensus

## STREET-SEGMENT SPECIFIC COMMENTS

**Edmonston Road:** Based on prior community comments, the new sidewalk should be located on the east side of the road, not the west side. City planning staff and AMT advocated for the new sidewalk to be on the west side for several reasons, including but not limited to: proximity to residences (the College Park Estates and Yarrow neighborhoods are west of Edmonston Road); that it is safer (pedestrians do not need to cross Edmonston Road to access the sidewalk); and the presence of a steep slope on east side of Edmonston Road. These factors would make a future sidewalk on the west side better-used, and a better capital investment. However, the east side was selected for 30 percent design due to the potential loss of parallel parking and prior resident comments.

**Wellesley Drive:** Located near Edmonston Road, Wellesley Drive was recommended for reconstruction due to its wide right-of-way (vehicles are prioritized over pedestrians) and its potential to be transformed into a complete street. However, councilmembers noted other city streets would be better served by a new sidewalk ( for example, Bowdoin Avenue).

**DePauw Place:** Despite the potential for connection to a planned M-NCPPC trail at the end of DePauw Place, and a connection to the recommended sidewalk on St. Andrews Place, a nearby resident previously advocated against adding a sidewalk because of the existing trees that might have to be removed.

**Bowdoin Avenue:** Although narrow, it is a major pedestrian link to WMATA and heavily used; therefore, it should be included.







# SECTION 5

**FINAL FIVE CITY STREET SEGMENTS  
FOR 30 PERCENT DESIGN: PLANS,  
FIVE-YEAR CIP AND UPDATED MATRIX**

## 30 PERCENT PLANS AND COST ESTIMATES FOR COMPLETE AND GREEN STREET RECONSTRUCTION

**Section 5** shows a portion of each 30-percent-design street segment with its corresponding matrix row and CIP cost estimate. The matrix was finalized based on action by the mayor and city council of College Park:

- Points awarded for a potential ADA (Americans with Disabilities Act) connection to public transportation (such as WMATA station, MARC station, or city/county bus stop) were separated into their own column. The amount for a connection to such public transit network was increased from .5 to 1 point.
- Streets with any connection to a commercial area received 1 point.
- Sidewalks on streets that pedestrians perceived to be safe are more likely to be used. A column was added for an assessment of perceived safety. This subjective scoring of 0, .5, or 1 point is based on site lines, posted speed limits versus typical driving speeds, roadway width (vehicles travel slowly on narrow roads, faster on wider ones) and the presence of parallel parking (parked cars provide a buffer between pedestrians and moving vehicles).

Additional notes from the February 18, 2020 City Council hearing:

- Traffic counting is outside the scope of this project, but could be undertaken during future funding, planning or design phases. However, the addition of the aforementioned safety column is similar to the scoring that would be achieved by adding a traffic-counting column.
- Neighborhoods for each of the twelve street segments are listed in the matrix.
- City of College Park Planning Department staff will undertake community and stakeholder outreach after this project is completed.
- The impact of future development was taken into consideration on St. Andrews Place, DePauw Place, and Cherokee Street.

The additional criteria did not significantly change the scoring of the highest-ranked street segments; however, with the heightened emphasis on connections to public transit options, Bowdoin Avenue now outranks 48th Place. Although only the five street segments agreed upon at the city council hearing are advanced to the 30 percent design level, it is recommended that the city planning department continue to refer to the final matrix for future complete street reconstruction efforts and planning considerations. The complete set of 30 percent Plans is available by contacting the City of College Park Planning Department; the complete final matrix is included in **Appendix E**.

The full 30 percent construction plan set includes a project cover sheet with standard notes, demolition plans, proposed site plans, standard details and typical sections. The 30 percent drawings also include information on sidewalks, tree planting, crosswalks, ADA-compliant ramps, curbs and gutters, driveway crossings, bump-outs, stormwater management (where appropriate), header curbs, short retaining walls, and planting areas. The plans also indicate preliminary tree protection measures and existing vegetation to be preserved, relocated or removed.



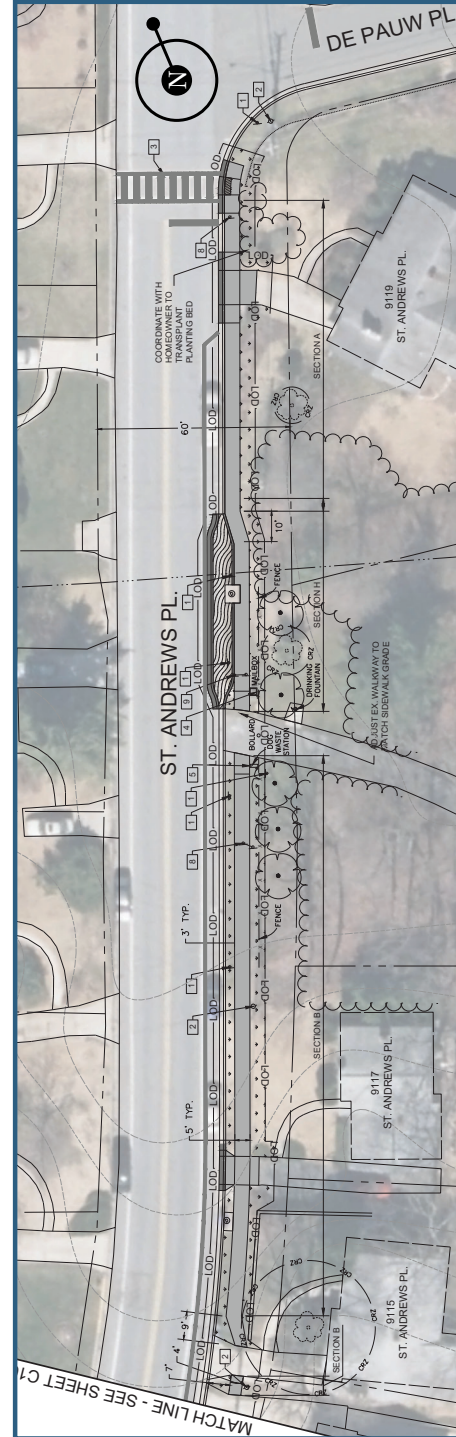
#### VICINITY MAP - COVER SHEET C100

The vicinity map of the 30 percent plans highlights the five street segments selected by the city council. The final street selection demonstrates a balance between providing new improvements in neighborhoods with low sidewalk coverage, and offering improvements in a variety of neighborhoods throughout the city.



## ST. ANDREWS PLACE - SHEET C104 (PROPOSED)

A **PROPOSED** variable width sidewalk ( five-foot minimum) is offset three feet from the curb where possible and adjacent to the curb where space is lacking. A stormwater bump-out is provided at the park entrance.



## ST. ANDREWS PLACE 30% CONSTRUCTION PLANS, COST ESTIMATES AND FINAL MATRIX EXCERPT

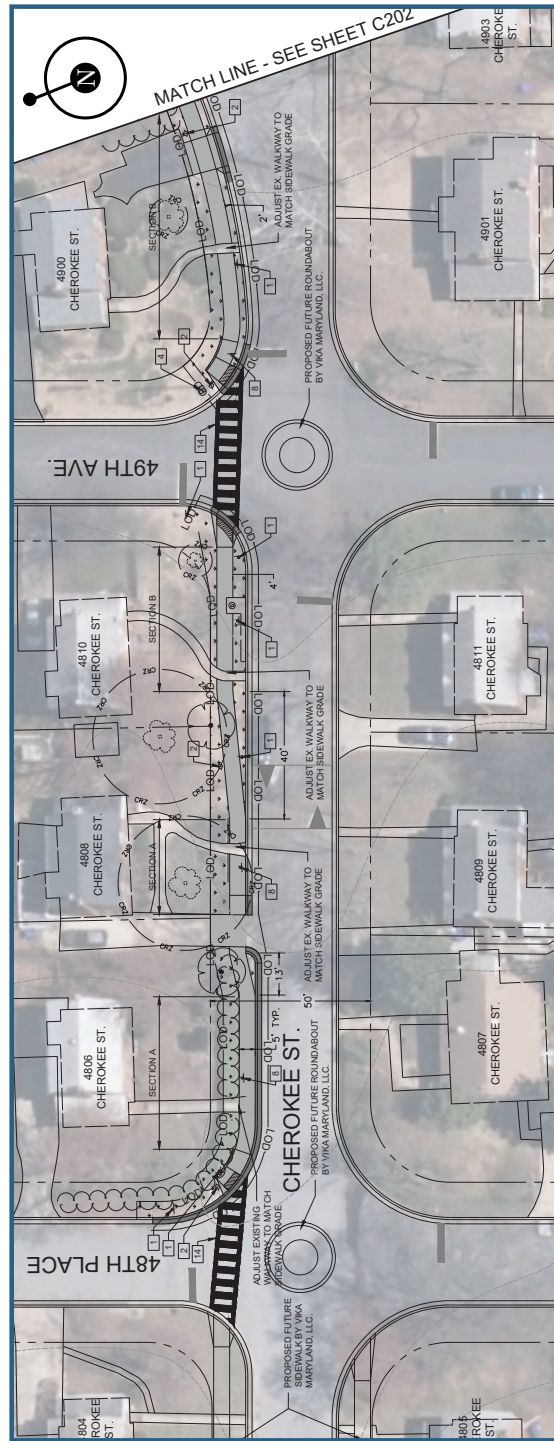
30% CONSTRUCTION COST ESTIMATE		
CONSTRUCTION DIVISION	ESTIMATED COST	
001 GENERAL	\$1,000	
002 EXISTING CONDITIONS	\$25,218	
031 EARTHWORK	\$25,200	
032 EXTERIOR IMPROVEMENTS	\$174,159	
033 UTILITIES	\$20,000	
034 TRANSPORTATION	\$5,000	
<b>SUBTOTAL</b>	<b>\$250,577</b>	
<b>TOTAL COST (INCLUDING MOBILIZATION, STAKEOUT, CONTINGENCY, GENERAL CONDITIONS, AND BOND)</b>	<b>\$361,231</b>	

Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	30% Notes	Existing Design Constraints Scoring					LID Potential Scoring	Connectivity Scoring		Subjective Safety Scoring		STREET SCORE	RECOMMENDATION TO PLANNING?	DEPARTMENT & CITY COUNCIL?	CITY COUNCIL SECTION @ FEBRUARY 18, 2020 MEETING?
West College Park	St. Andrews Place	Duke Street	De Pauw Place	80 feet (raised-curb landscaped median between Metzert and Duke Street); 50 feet (double yellow); 50 feet	1570 feet	110 foot median/curb and gutter/20 foot travel lane/curb and gutter/12 foot parallel parking/curb and gutter	<p><b>30% Notes</b></p> <p><b>PARALLEL PARKING:</b> Present. Parking is not expected to be added in the future.</p> <p><b>OBSTACLES:</b> Majority of utility poles are on west side of St. Andrews Place. Fire hydrant on west side. There is a utility pole/ivy wire at 9019 St. Andrews Place (east side) that needs to be avoided/relocated.</p> <p><b>VEG/TREES:</b> Several established trees (including maples, lobloms, and others), dense vegetation and planting beds on the east side near 9011, 9013, 9015, 9017, 9017 and 9019 St. Andrews Place. Avoid impacts to this vegetation.</p> <p><b>STORM DRAINS:</b> Several storm drains are present.</p> <p><b>POSSIBLE CONNECTIONS TO EXISTING:</b> Existing crosswalk at Duke Street. North of this crosswalk the utility poles move the east side of St. Andrews Place, but are set pretty far back behind the curb.</p> <p>-Connection to College Park Woods is on the east side of St. Andrews Place.</p> <p>-Existing crosswalk at intersection with De Pauw Place.</p> <p><b>POINTS ARE FOR THE EAST SIDE OF ST. ANDREWS PLACE.</b></p>	<p>ROW BC</p> <p>Topo</p> <p>Wall</p> <p>Trees Impact/Removals</p> <p>Obstacles (poles, hydrants, fence, etc.)</p> <p>Opportunities for Bump-Outs &amp; SWM</p>	<p>2</p> <p>2</p> <p>1</p> <p>1</p> <p>2</p>	<p>2</p> <p>2</p> <p>1</p> <p>1</p> <p>2</p>	<p>1.5</p> <p>1</p>	<p>0.5</p> <p>12.5</p>	<p>1. City's concept at Metzert Road/St. Andrews Place is on the north side of Metzert Road/east side of St. Andrews Place. City's concept at Metzert Road/east side of St. Andrews Place may receive a future sidewalk but is outside scope of work for this project. Currently there is a "desire path" on the east corner of St. Andrews Place/Metzert Road.</p> <p>2. Proposed sidewalk begins on north side of Duke Street.</p> <p>3. Proposed sidewalk on east side of St. Andrews Place is to be placed on the east side of the sidewalk recommended by the City's initial matrix.</p>	<p>30% Recommendations</p> <p>• 0 = lower sense of pedestrian safety</p> <p>• 5 = average sense of pedestrian safety</p> <p>• 1 = higher sense of pedestrian safety</p>	<p>1 pt each for the following</p> <p>• connect to City/County bus route</p> <p>• connect to WMATA network/metro station</p> <p>• connect to ex. sidewalk</p> <p>• connect to a proposed sidewalk/trail</p>	<p>1 pt each for the following</p> <p>• neighborhood has SW coverage below 50%</p> <p>• connect to park</p> <p>• connect to public facility</p> <p>• connect to ex. sidewalk</p> <p>• connect to a proposed sidewalk/trail</p>	<p>• 0 = lower sense of pedestrian safety</p> <p>• 5 = average sense of pedestrian safety</p> <p>• 1 = higher sense of pedestrian safety</p>	<p>12.5</p>	<p>YES (EAST SIDE)</p>	<p>YES (EAST SIDE)</p>	<p>CITY COUNCIL SECTION @ FEBRUARY 18, 2020 MEETING?</p>

**A five-foot** sidewalk and crosswalks are proposed. The sidewalk is either directly behind the back of curb or offset two to four feet, depending on available space.

### 30% CONSTRUCTION PLANS, COST ESTIMATES AND FINAL MATRIX EXCERPT

30% CONSTRUCTION COST ESTIMATE	
CONSTRUCTION DIVISION	ESTIMATED COST
001 GENERAL	\$1,000
002 EXISTING CONDITIONS	\$18,610
031 EARTHWORK	\$10,150
032 EXTERIOR IMPROVEMENTS	\$64,612
033 UTILITIES	\$20,000
034 TRANSPORTATION	\$5,000
<b>SUBTOTAL</b>	<b>\$119,372</b>
<b>TOTAL COST (INCLUDING MOBILIZATION, STAKEOUT, CONTINGENCY, GENERAL CONDITIONS, AND BOND)</b>	<b>\$259,753</b>

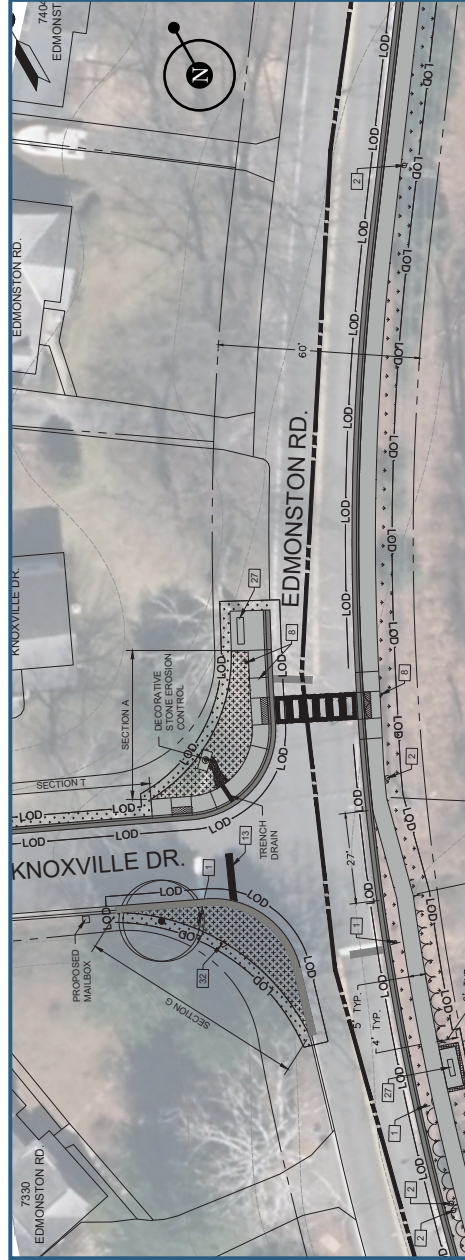
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## EDMONSTON ROAD - SHEET C505 (PROPOSED)

A **proposed** five-foot sidewalk is offset typically four feet from the back of curb when space permits. The existing roadway includes large curb radii, which create an unnecessarily wide intersection. The 30 percent design reduces the curb radii, which slows vehicle traffic, offers clearance for an ADA sidewalk and creates space for native plant areas.

### EDMONSTON ROAD 30% CONSTRUCTION PLANS, COST ESTIMATES AND FINAL MATRIX EXCERPT

CONSTRUCTION DIVISION	ESTIMATED COST
001 GENERAL	\$1,000
002 EXISTING CONDITIONS	\$70,571
031 EARTHWORK	\$60,800
032 EXTERIOR IMPROVEMENTS	\$708,389
033 UTILITIES	\$20,000
034 TRANSPORTATION	\$5,000
<b>SUBTOTAL</b>	<b>\$865,760</b>
<b>TOTAL COST (INCLUDING MOBILIZATION, STAKEOUT, CONTINGENCY, GENERAL CONDITIONS, AND BOND)</b>	<b>\$1,248,080</b>



Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	30% Notes	Existing Design Constraints Scoring						LID Potential Scoring	Connectivity Scoring		Subjective Safety Scoring	STREET SCORE	RECOMMENDATION TO PLANNING DEPARTMENT & CITY COUNCIL?	CITY COUNCIL SECTION @ FEBRUARY 18, 2020 MEETING?
College Park Estates/ Yarrow	Edmonston Road	Old Calvert Road	Bryn Mawr Road	80 feet	3260 feet	1) double yellow/11 foot travel lane/1 foot paved shoulder 2) double yellow/12 foot travel lane/9 foot paved parking Typically open section but some asphalt curbs sporadically	<p><b>PARALLEL PARKING:</b> Parallel parking west side between Bryn Mawr Road and Edmonston Road. This will be needed at 7314 Edmonston Road. "Yarrow" entrance brick walls will need to be preserved at Radcliffe Drive intersection. Possibly a minor bump-out needed. Utility poles primarily on east side.</p> <p><b>VEGETATION:</b> Planting bed at 7302 Edmonston Road. Large trees to be removed. Vegetation bed near north of Wellesley Drive.</p> <p><b>INTERSECTING STREET:</b> Narrow intersection width at Knoxville Drive by bumping out curb. This will reduce proposed crosswalk length. The Marenda House Historic Site (66-076) at 7300 Radcliffe Road is sponsored by the County Historic Preservation Commission. The site is listed on the National Register of Historic Places. Installation of a sidewalk may require coordination with the Prince George's County Historic Preservation Commission.</p>	<p><b>ROW BC</b></p> <ul style="list-style-type: none"><li>• 0 = 5feet</li><li>• 1 = 5feet</li><li>• 2 = &gt;10feet</li></ul> <p><b>Topo</b></p> <ul style="list-style-type: none"><li>• 0 = flat</li><li>• 1 = &lt;10%</li><li>• 2 = &lt;20%</li><li>• 3 = &gt;20%</li></ul> <p><b>Wall</b></p> <ul style="list-style-type: none"><li>• 1 = not needed</li><li>• 2 = short curb</li><li>• 3 = needed</li></ul> <p><b>Trees Impact/Removals</b></p> <ul style="list-style-type: none"><li>• 1 = limited impact</li><li>• 2 = moderate impact</li><li>• 3 = severe impact</li></ul> <p><b>Obstacles (poles, hydrants, fence, etc.)</b></p> <ul style="list-style-type: none"><li>• 0 = none/moderate</li><li>• 1 = moderate</li><li>• 2 = significant/too many</li></ul>	<p><b>Opportunities for Bump-Outs &amp; SWM</b></p> <ul style="list-style-type: none"><li>• 2 = storm drains present and bump-outs are feasible</li><li>• 1 = storm drains not present but bump-outs are relatively feasible</li><li>• 0 = bump-outs not feasible</li></ul>	<p><b>5 pt each for the following</b></p> <ul style="list-style-type: none"><li>• neighborhood has SW coverage below 50%</li><li>• connect to park</li><li>• connect to public facility</li><li>• connect to ex. sidewalk</li><li>• connect to a proposed sidewalk/trail</li></ul>	<p><b>1 pt each for the following</b></p> <ul style="list-style-type: none"><li>• connect to City/County bus route</li><li>• connect to WMATA network/metro station</li><li>• connect to commercial district</li></ul>	<p>Perceived Pedestrian Safety</p> <ul style="list-style-type: none"><li>• 0 = lower sense of pedestrian safety</li><li>• 5 = average sense of pedestrian safety</li><li>• 1 = higher sense of pedestrian safety</li></ul>	9.5	1. If selected as a project, recommend sidewalk is on west side of road since neighborhood is on east side of road and more likely to be used than the east side.	2. Since bus stops are on both sides of road, recommend cross-walks and signage to ADA-accessible bus pads on east side of Edmonston Road. (Currently no ADA accessible bus pads or shelters.)	YES (WEST SIDE)				



**A proposed** five-foot sidewalk is offset two feet from the back of curb. New crosswalks provide safe pedestrian access across Kenesaw Street, 52nd Avenue and Kennebunk Terrace.

### 30% CONSTRUCTION PLANS, COST ESTIMATES AND FINAL MATRIX EXCERPT

49

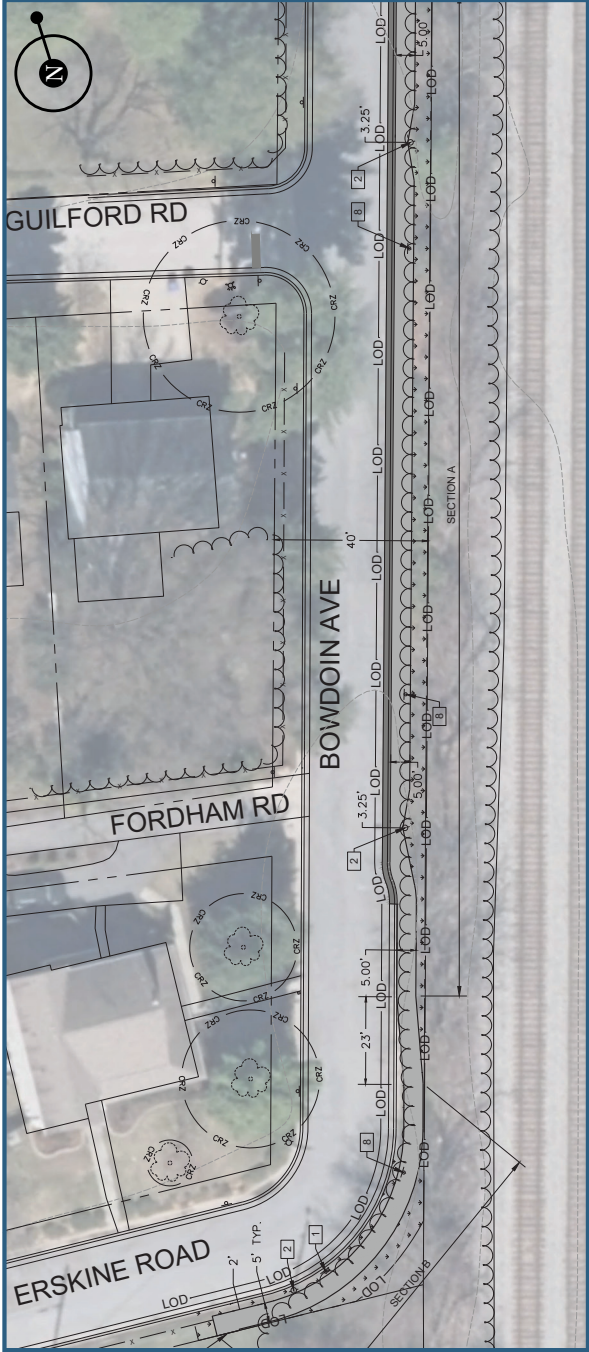
**BOWDOIN AVENUE - SHEET C401 (PROPOSED)**

The **proposed** five-foot sidewalk provides access to Calvert Park and WMATA/MARC trains. Where space is limited by utility poles, the curb is bumped out into the roadway to avoid costly relocations.

**BOWDOIN AVENUE**

30% CONSTRUCTION PLANS, COST  
ESTIMATES AND FINAL MATRIX EXCERPT

30% CONSTRUCTION COST ESTIMATE	CONSTRUCTION DIVISION	ESTIMATED COST
001 GENERAL		\$1,000
002 EXISTING CONDITIONS		\$45,685
031 EARTHWORK		\$13,350
032 EXTERIOR IMPROVEMENTS		\$102,212
033 UTILITIES		\$20,000
034 TRANSPORTATION		\$5,000
<b>SUBTOTAL</b>		<b>\$187,247</b>
<b>TOTAL COST (INCLUDING MOBILIZATION, TAKEOUT, CONTINGENCY, GENERAL CONDITIONS, AND BOND)</b>		<b>\$269,936</b>



Neighborhood	Calvert Hills
Street Name	Bowdoin Avenue
From (Cross Street 1)	Harvard Road
To (Cross Street 2)	Ersine Road
ROW width	approximately 35-40 feet
Street Segment Length (approx.)	610 feet
Existing Road Section (approx.)	24 feet curb to curb
30% Notes	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Utility poles and trees on east side make a sidewalk there a challenge without bumping out the curb line. Fence very near back of curb at 4817 Guilford Road, 7204 Bowdoin Avenue, and 7205 Bowdoin Avenue may make this unfeasible.</p> <p><b>VEG/TREES:</b> Established shrub beds on west side, especially at 7004 Bowdoin Avenue. Low quality hedgerow trees are present on the east side.</p> <p><b>POINTS ARE FOR THE EAST SIDE OF BOWDOIN AVENUE.</b></p>
ROW BC	2 = >10 feet 1 = >5 feet 0 = >20% -1 = <10% -2 = flat
Topo	1 = not needed 0 = needed -1 = moderate -2 = limited impact -3 = severe impact
Walls	1 = not needed 0 = needed -1 = moderate -2 = limited impact -3 = severe impact
Trees Impact/Removals	1 = none/minor 0 = moderate -1 = significant/too many
Obstacle (poles, hydrants, fence, etc.)	1 = storm drains present and bump-outs are feasible 0 = storm drains not present but bump-outs are relatively feasible -1 = bump-outs not feasible
UD Potential Scoring	0.5
Connectivity Scoring	1 pt each for the following: • connect to City/County bus route • connect to WMATA network/metro station • connect to commercial district
Subjective Safety Scoring	Perceived Pedestrian Safety 0 = lower sense of pedestrian safety 1 = average sense of pedestrian safety 2 = higher sense of pedestrian safety
STREET SCORE	9.5
RECOMMENDATION TO PLANNING DEPARTMENT & CITY COUNCIL?	30% Recommendations
CITY COUNCIL SELECTION @ FEBRUARY 18, 2020 MEETING?	YES (EAST SIDE) NO

## **FIVE-YEAR CAPITAL IMPROVEMENTS PROPOSAL FOR EACH OF THE FIVE STREET SEGMENTS**

Construction cost estimates were prepared for the five priority street segment selections to be included as part of the city's five-year CIP. As shown on the previous pages, the cost estimates comprised six construction divisions, including: General, Existing Conditions, Earthwork, Exterior Improvements, Utilities, and Transportation. The five-year CIP includes fiscal year projections from FY 2022–FY 2026. The funding sources shown are similar to those in the City of College Park's *Adopted Operating Budgets and CIP For Fiscal Year 2020*. These funding sources were selected based upon their relevance to the five priority street-segment projects. A. Morton Thomas and Associates, Inc., recommends funding to be applied for include Safe Routes To School (SRTS) and Community Development Block Grant (CDBG). SRTS is a federally-funded reimbursement program administered by the Maryland Department of Transportation State Highways Administration (MDOT SHA) that supports infrastructure and non-infrastructure activities and encourages children in grades K-8 to walk or bike to school. The CDBG is administered by the Prince George's County Department of Housing and Community Development, which receives approximately \$4.5 million annually from the U.S. Department of Housing and Urban Development to benefit low- to moderate-income families.



## ST. ANDREWS PLACE

### COMPLETE AND GREEN STREET RECONSTRUCTION FROM DUKE STREET TO DEPAUW PLACE

#### Project Description:

This is a discrete project that was preliminarily developed during a comprehensive effort to provide complete and green streets throughout College Park. The project includes crosswalks, curb ramps, curb and gutter, sidewalks (concrete and porous), tree planting and stormwater management low impact development (LID) bumpouts. The project also includes other associated complete street/roadway/infrastructural improvements.

	FY2022	FY2023	FY2024	FY2025	FY2026	Cumulative Project Inception to End/FY26 Projected
	Projected	Projected	Projected	Projected	Projected	Projected
<b>Funding Sources:</b>						
Professional Services (Design Fee)		\$108,369				<b>\$108,369</b>
General Fund			\$361,231			<b>\$361,231</b>
<b>Total Funding Sources</b>		<b>\$108,369</b>	<b>\$361,231</b>			<b>\$469,600</b>
<b>Capital/Project Expenditures:</b>						
Improvements (Sidewalk, Curb/Gutter, Trees)			\$361,231			<b>\$361,231</b>
<b>Total Capital/Project Expenditures</b>			<b>\$361,231</b>			<b>\$361,231</b>

## CHEROKEE STREET

COMPLETE AND GREEN STREET RECONSTRUCTION FROM  
48TH PLACE TO RHODE ISLAND AVENUE

### Project Description:

This is a discrete project that was preliminarily developed during a comprehensive effort to provide complete and green streets throughout College Park. The project includes crosswalks, curb ramps, curb and gutter, concrete sidewalks and tree planting. The project also includes other associated complete street/roadway/infrastructural improvements.

	FY2022	FY2023	FY2024	FY2025	FY2026	Cumulative Project Inception to End/FY26 Projected
	Projected	Projected	Projected	Projected	Projected	Projected
<b>Funding Sources:</b>						
Professional Services (Design Fee)		\$77,926				<b>\$77,926</b>
General Fund			\$259,753			<b>\$259,753</b>
<b>Total Funding Sources</b>		<b>\$77,926</b>	<b>\$259,753</b>			<b>\$337,679</b>
<b>Capital/Project Expenditures:</b>						
Improvements (Sidewalk, Curb/Gutter, Trees)			\$259,753			<b>\$259,753</b>
<b>Total Capital/Project Expenditures</b>			<b>\$259,753</b>			<b>\$259,753</b>

## 52ND AVENUE

### COMPLETE AND GREEN STREET RECONSTRUCTION FROM HURON STREET TO NARRANGANSETT PARKWAY

#### Project Description:

This is a discrete project that was preliminarily developed during a comprehensive effort to provide complete and green streets throughout College Park. The project includes crosswalks, curb ramps, curb and gutter, concrete sidewalks and tree planting. The project also includes other associated complete street/roadway/infrastructural improvements.

	FY2022	FY2023	FY2024	FY2025	FY2026	Cumulative Project Inception to End/FY26 Projected
	Projected	Projected	Projected	Projected	Projected	Projected
<b>Funding Sources:</b>						
Professional Services (Design Fee)	\$115,272					<b>\$115,272</b>
General Fund		\$384,240				<b>\$384,240</b>
<b>Total Funding Sources</b>	<b>\$115,272</b>	<b>\$384,240</b>				<b>\$499,512</b>
<b>Capital/Project Expenditures:</b>						
Improvements (Sidewalk, Curb/Gutter, Trees)		\$384,240				<b>\$384,240</b>
<b>Total Capital/Project Expenditures</b>		<b>\$384,240</b>				<b>\$384,240</b>



## BOWDOIN AVENUE

### COMPLETE AND GREEN STREET RECONSTRUCTION FROM ERSKINE ROAD TO HARVARD ROAD

#### Project Description:

This is a discrete project that was preliminarily developed during a comprehensive effort to provide complete and green streets throughout College Park. The project includes crosswalks, curb ramps, curb and gutter and concrete sidewalks. The project also includes other associated complete street/roadway/infrastructural improvements.

	FY2022	FY2023	FY2024	FY2025	FY2026	Cumulative Project Inception to End/FY26 Projected
	Projected	Projected	Projected	Projected	Projected	Projected
<b>Funding Sources:</b>						
Professional Services (Design Fee)			\$80,981			<b>\$80,981</b>
Community Development Block Grant		\$50,000	\$50,000	\$61,962		<b>\$161,962</b>
General Fund				\$107,974		<b>\$107,974</b>
<b>Total Funding Sources</b>		<b>\$50,000</b>	<b>\$130,981</b>	<b>\$169,936</b>		<b>\$350,917</b>
<b>Capital/Project Expenditures:</b>						
Improvements (Sidewalk, Curb/Gutter, Trees)		\$50,000	\$50,000	\$169,936		<b>\$269,936</b>
<b>Total Capital/Project Expenditures</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$169,936</b>		<b>\$269,936</b>

## EDMONSTON ROAD

### COMPLETE AND GREEN STREET RECONSTRUCTION FROM OLD CALVERT ROAD TO BRYN MAWR ROAD

#### Project Description:

This is a discrete project that was preliminarily developed during a comprehensive effort to provide complete and green streets throughout College Park. The project includes crosswalks, curb ramps, curb and gutter, concrete sidewalks, bus stop improvements, tree planting, native planting, and bumpouts. The project also includes other associated complete street/roadway/infrastructural improvements.

	FY2021	FY2022	FY2023	FY2024	FY2025	Cumulative Project Inception to End/FY25 Projected
	Projected	Projected	Projected	Projected	Projected	Projected
<b>Funding Sources:</b>						
Professional Services (Design Fee)	\$374,424					<b>\$374,424</b>
General Fund		\$1,248,080				<b>\$1,248,080</b>
<b>Total Funding Sources</b>	<b>\$374,424</b>	<b>\$1,248,080</b>				<b>\$1,622,504</b>
<b>Capital/Project Expenditures:</b>						
Improvements (Sidewalk, Curb/Gutter, Trees)		\$1,248,080				<b>\$1,248,080</b>
<b>Total Capital/Project Expenditures</b>		<b>\$1,248,080</b>				<b>\$1,248,080</b>

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# APPENDICES

# APPENDIX A. CITY OF COLLEGE PARK INITIAL COMPLETE AND GREEN STREETS MATRIX (AUGUST 2017)

ID	Area	Street			Side	Length	Total ROW	Potential Obstacles				Opportunities		Score	Notes
		Name	From	To				ROW BC	Topo	Wall	Landscape	No SW	Green Op		
									3 = Flat 2 = < 10% grade 1 = > 20% grade 0 = > 20% grade	1 = Not needed 0 = Needed	4 = No UP/Hy 3 = No trees 2 = No fence 1 = No plants 0 = Obstacle(s)	1 = No SW 0 = Sidewalk 0 = Unknown			F = Fence H = Hydrant T = Tree(s) UP = Utility Pole
1	Crystal Springs	34th Ave	End	End	even	1378	50	2	3	1	0	0		6	UP
2	Crystal Springs	34th Ave	End	End	odd	1378	50	2	3	1	2	0		8	T
3	Daniels Park (E)	52nd Ave	Huron St	Kenesaw St	even	694	30	0	0	0	4	1		5	Hy
4	Daniels Park (E)	52nd Ave	Huron St	Kenesaw St	odd	694	30	0	0	1	0	1		2	H, T
5	Daniels Park (E)	52nd Ave	Kenesaw St	Narragansett Pkwy	even	444	50	2	3	1	4	1		11	UP
6	Daniels Park (E)	52nd Ave	Kenesaw St	Narragansett Pkwy	odd	444	50	2	3	1	0	1		7	
7	Calvert Hills	Amherst Rd	Rt 1	RI Ave		1089	70	2	3	1	0	0		6	T, UP
8	Calvert Hills	Amherst Rd	Rt 1	RI Ave		1089	70	2	3	1	0	0		6	
9	Calvert Hills	Amherst Rd	RI Ave	End		390	70	2	3	1	0	0		6	T
10	Calvert Hills	Amherst Rd	RI Ave	End		390	70	2	3	1	0	0		6	
11	Lakeland	Berwyn House Rd	End	End		1671	50	2	3	1	0	0		6	T
12	Lakeland	Berwyn House Rd	End	End		1671	50	2	3	1	0	0		6	T
13	Berwyn	Berwyn Rd	Rt 1	48th Ave		491	40	1	3	1	0	1		6	UP, developer
14	Berwyn	Berwyn Rd	Rt 1	48th Ave		491	40	1	3	1	4	0		9	UP
15	Berwyn	Berwyn Rd	48th Ave	RI Ave	even	1081	30	0	3	1	0	0		4	
16	Berwyn	Berwyn Rd	48th Ave	RI Ave	odd	1081	30	0	3	1	0	0		4	UP
17	Berwyn	Berwyn Rd	RI Ave	51st Ave	even	671	55	2	3	1	0	0		6	UP
18	Berwyn	Berwyn Rd	RI Ave	51st Ave	odd	671	55	2	3	1	2	0		8	
19	Berwyn	Berwyn Rd	51st Ave	Potomac Ave	even	273	30	0	3	1	4	0		8	
20	Berwyn	Berwyn Rd	51st Ave	Potomac Ave	odd	273	30	0	3	1	0	1		5	
21	Berwyn	Berwyn Rd	Potomac Ave	RR Tracks		294	50	2	3	1	4	0		10	
22	Berwyn	Berwyn Rd	Potomac Ave	RR Tracks		294	50	2	3	1	0	0		6	
23	Oak Springs (E)	Blackfoot Pl	End	End	even	713	45	1	3	1	0	1		6	F, T
24	Oak Springs (E)	Blackfoot Pl	End	End	odd	713	45	1	3	1	3	1		9	T, UP, SW possible at curb
25	Old Town	Calvert Rd	Rt 1	Princeton Ave		568	45	1	3	1	0	0		5	UP
26	Old Town	Calvert Rd	Rt 1	Princeton Ave		568	45	1	3	1	0	0		5	UP
27	Old Town	Calvert Rd	Princeton Ave	RI Ave		926	40	1	3	1	0	0		5	
28	Old Town	Calvert Rd	Princeton Ave	RI Ave		926	40	1	3	1	0	0		5	T
29	Old Town	Calvert Rd	RI Ave	Bowdoin Ave		1094	45	1	3	1	0	0		5	UP
30	Old Town	Calvert Rd	RI Ave	Bowdoin Ave		1094	45	1	3	1	0	0		5	T, UP
31	Oak Springs (W)	Cherokee St	Rt 1	48th Pl		953	50	2	1	0	4	1		8	UP
32	Oak Springs (W)	Cherokee St	Rt 1	48th Pl		953	50	2	3	1	0	1		7	UP, SW possible at curb
33	Oak Springs (W)	Cherokee St	48th Pl	RI Ave	odd	1048	50	2	1	0	2	1		6	Utility support poles only
34	Oak Springs (W)	Cherokee St	48th Pl	RI Ave	even	1048	50	2	3	1	0	1		7	



ID	Area Neighborhood	Street			To	Side	Length	Total ROW	Potential Obstacles				Opportunities		Score	Notes
		Name	From	End					ROW BC	Topo	Wall	Landscape	No SW	Green Op		
									2 = > 10ft 1 = > 5ft 0 = < 5ft	3 = Flat 2 = < 10% grade 1 = < 20% grade 0 = > 20% grade	1 = Not needed 0 = Needed	4 = No UP/Hy 3 = No trees 2 = No fence 1 = No plants 0 = Obstacle(s)	1 = No SW 0 = Sidewalk	1 = Yes 0 = Unknown		F = Fence H = Hydrant T = Tree(s) UP = Utility Pole
35	Old Town	College Ave	End	End		south	2642	60	2	3	1	0	0		6	UP, T
36	Old Town	College Ave	End	End		north	2642	60	2	3	1	0	0		6	T
37	Woods	DePauw Pl	End	End	odd		715	50	2	2	0	0	1		5	
38	Woods	DePauw Pl	End	End	even		715	50	2	2	1	2	1		8	
39	Hollywood (W)	Edgewood Rd	Rt 1	47th Pl	odd	south	266	60	2	3	1	4	0		10	UP
40	Hollywood (W)	Edgewood Rd	Rt 1	47th Pl	even	north	266	60	2	3	1	0	1		7	
41	Hollywood (W)	Edgewood Rd	47th Pl	RI Ave	odd	south	1438	80	2	3	1	0	0		6	
42	Hollywood (W)	Edgewood Rd	47th Pl	RI Ave	even	north	1438	80	2	3	1	0	0		6	UP
43	Hollywood (E)	Edgewood Rd	RI Ave	51st Ave	odd	south	1066	80	2	3	1	0	0		6	UP
44	Hollywood (E)	Edgewood Rd	RI Ave	51st Ave	even	north	1066	80	2	3	1	0	0		6	UP
45	Hollywood (E)	Edgewood Rd	51st Ave	52nd Ave	odd	south	714	60	2	3	1	0	0		6	UP
46	Hollywood (E)	Edgewood Rd	51st Ave	52nd Ave	even	north	714	60	2	3	1	0	0		6	UP
47	Hollywood (E)	Edgewood Rd	52nd Ave	53rd Ave	odd	south	741	40	1	3	1	4	0		9	
48	Hollywood (E)	Edgewood Rd	52nd Ave	53rd Ave	even	north	741	40	1	3	1	4	1		10	UP
49	Estates/Yarrow	Edmonston Rd	End	End		east	3942	80	2	0	0	0	1		3	UP, screen planting
50	Estates/Yarrow	Edmonston Rd	End	End		west	3942	80	2	2	0	0	1		5	
51	Daniels Park (W)	Fox St	Rt 1	48th Ave	odd	south	359	30	0	2	0	0	1		3	UP
52	Daniels Park (W)	Fox St	Rt 1	48th Ave	even	north	359	30	0	3	1	4	1		9	UP
53	Daniels Park (W)	Fox St	48th Ave	49th Ave	odd	south	840	40	1	1	0	1	1		4	UP
54	Daniels Park (W)	Fox St	48th Ave	49th Ave	even	north	840	40	1	3	1	0	1		6	just shrubs at 4821
55	Daniels Park (W)	Fox St	49th Ave	RI Ave	odd	south	540	50	2	3	1	1	1		8	
56	Daniels Park (W)	Fox St	49th Ave	RI Ave	even	north	540	50	2	3	1	0	1		7	
57	Daniels Park (E)	Fox St	RI Ave	51st Ave	odd	south	783	40	1	2	1	0	0		4	UP
58	Daniels Park (E)	Fox St	RI Ave	51st Ave	even	north	783	40	1	1	0	0	0		2	existing retaining wall
59	Calvert Manor	Guilford Dr	Cornell Av	Hartwick Rd		south	688	110	2	3	1	0	0		6	T
60	Calvert Manor	Guilford Dr	Cornell Av	Hartwick Rd		north	681	110	2	3	1	0	0		6	T
61	Calvert Manor	Guilford Dr	Hartwick Rd	Rowalt Dr		south	1107	100	2	3	1	0	0		6	
62	Calvert Manor	Guilford Dr	Hartwick Rd	Rowalt Dr		north	1145	100	2	3	1	0	0		6	T, UP
63	Calvert Manor	Guilford Dr	Rowalt Dr	Rt 1		south	432	80	2	3	1	0	0		6	T
64	Calvert Manor	Guilford Dr	Rowalt Dr	Rt 1		north	382	80	2	3	1	0	0		6	
65	Calvert Hills	Guilford Rd	Rt 1	RI Ave		south	1301	60	2	3	1	0	0		6	UP
66	Calvert Hills	Guilford Rd	Rt 1	RI Ave		north	1301	60	2	3	1	0	0		6	
67	Calvert Hills	Guilford Rd	RI Ave	Bowdoin Ave	even	north	1061	30	0	1	0	0	1		2	
68	Calvert Hills	Guilford Rd	RI Ave	Bowdoin Ave	odd	south	1061	30	0	3	1	0	1		5	UP
69	Daniels Park (W)	Hollywood Rd	Rt 1	RI Ave	odd	south	1695	40	1	2	0	1	1		5	T
70	Daniels Park (W)	Hollywood Rd	Rt 1	RI Ave	even	north	1695	40	1	0	0	0	1		2	T

ID	Area Neighborhood	Street			Potential Obstacles					Opportunities		Score	Notes
		Name	From	To	Side	Length	Total ROW	ROW BC	Topo	Wall	Landscape		
								2 = > .10ft 1 = > 5ft 0 = < 5ft	3 = Flat 2 = < 10% grade 1 = < 20% grade 0 = > 20% grade	1 = Not needed 0 = Needed	4 = No UP/Hy 3 = No trees 2 = No fence 1 = No plants 0 = Obstacle(s)	1 = No SW 0 = Sidewalk 1 = Yes 0 = Unknown	
71	Daniels Park (E)	Hollywood Rd	Rt Ave	51st Pl	odd	1129	40	1	3	1	1	7	UP
72	Daniels Park (E)	Hollywood Rd	Rt Ave	51st Pl	even	1129	40	1	0	0	0	2	UP
73	Daniels Park (E)	Hollywood Rd	51st Pl	Narragansett Pkwy		428	50	2	3	1	0	6	
74	Daniels Park (E)	Hollywood Rd	51st Pl	Narragansett Pkwy		428	50	2	0	0	0	3	
75	Daniels Park (E)	Huron St	51st Ave	52nd Ave	even	555	50	2	1	0	0	4	UP
76	Daniels Park (E)	Huron St	51st Ave	52nd Ave	odd	555	50	2	3	1	4	11	
77	Oak Spring (E)	Indian Ln	Rt Ave	Eutaw Pl	even	473	30	0	2	0	0	3	F, plants
78	Oak Spring (E)	Indian Ln	Rt Ave	Eutaw Pl	odd	473	30	0	2	0	0	3	retaining wall
79	Oak Spring (E)	Indian Ln	Eutaw Pl	51st Ave		367	40	1	0	0	0	2	UP
80	Oak Spring (E)	Indian Ln	Eutaw Pl	51st Ave		367	40	1	0	0	0	2	UP
81	Calvert Manor	Knox Rd	Guilford Dr	(Fmr Rossburg Dr)		654	60	2	3	1	0	6	UP, SW ends at Rt Ave
82	Calvert Manor	Knox Rd	Guilford Dr	(Fmr Rossburg Dr)		654	60	2	3	1	0	6	T, UP
83	Calvert Manor	Knox Rd	(Fmr Rossburg Dr)	Rt 1		1101	45	1	3	1	0	5	T, UP
84	Calvert Manor	Knox Rd	(Fmr Rossburg Dr)	Rt 1		1101	45	1	3	1	0	5	T, UP
85	Old Town	Knox Rd	Rt 1	Dartmouth Ave		2072	40	1	3	1	0	5	
86	Old Town	Knox Rd	Rt 1	Dartmouth Ave		2072	40	1	3	1	0	5	UP
87	Yarrow	Knoxville Dr	End	End		629	50	2	3	1	0	7	
88	Yarrow	Knoxville Dr	End	End		629	50	2	3	1	4	11	H
89	Lakeland	Lakeland Rd	End	End	even	2792	50	2	3	1	0	6	
90	Lakeland	Lakeland Rd	End	End	odd	2792	50	2	3	1	0	6	T
91	Woods	St Andrews Pl	Metzerott Rd	Duke St	odd	251	80	2	3	1	4	11	UP
92	Woods	St Andrews Pl	Metzerott Rd	Duke St	even	251	80	2	3	1	0	7	
93	Woods	St Andrews Pl	Duke St	Marlborough Way	odd	2284	60	2	2	1	3	9	
94	Woods	St Andrews Pl	Duke St	Marlborough Way	even	2284	60	2	1	1	0	5	
95	Woods	St Andrews Pl	Marlborough Way	End	odd	2050	50	2	2	1	0	6	UP
96	Woods	St Andrews Pl	Marlborough Way	End	even	2050	50	2	2	1	0	6	UP
97	Estates	Wellesley Dr	End	End	even	2366	60	2	3	1	0	7	
98	Estates	Wellesley Dr	End	End	odd	2366	60	2	3	1	2	9	T

# APPENDIX B. COLLEGE PARK STREETS WITHOUT SIDEWALKS

College Park City Streets without Sidewalks						
Neighborhood	Street Name	Does the street currently have sidewalks?	Preliminary Recommendations for Priority Streets			
			Does the street currently NOT have a sidewalk AND was it identified by City as needing improvements?		Additional streets that would benefit from connectivity improvements identified by A. Morton Thomas and Associates (AMT)	
			See CIP Budget Updates in Appendix D.			
			City needs a review/recommendation from AMT	Additional streets recommended by City Engineer	Highly-rated street previously listed on 2017 Matrix that should still be included in the preliminary recommendations, per City's 12/11 CIP Budget update document	Is the street in a neighborhood with low percentage of sidewalk coverage? Is the street a "missing link" in the existing sidewalk network?
Old Town (91%)	Grand Avenue	NO				
	Norwich Road	minor sidewalk coverage				
	Albon Road	NO				
Calvert Hills (65%)	Beechwood Road	minor sidewalk coverage	Project is already completed			
	Bowdoin Avenue	minor sidewalk coverage	YES (CIP FY2020) From Calvert Road to Eskine Road			This would help. There is already a sidewalk on Bowdoin Avenue between Harvard Road and Calvert Road.
	Canton Road	minor sidewalk coverage				
	Dartmouth Avenue	minor sidewalk coverage				
	Drexel Road	sidewalks only east of Rhode Island Avenue				
	Eskine Road					
	Fordham Road	sidewalks only west of Dartmouth Avenue				
	Wake Forest Drive	partial sidewalk coverage north of Fordham Road only				
North College Park (45%)	47th Avenue	NO				
	47th Place	sidewalks stop at Muskogee Street; no sidewalks south of Lackawanna Street				
	48th Avenue	NO				
	48th Place	Sidewalk only between Muskogee Street and Lackawanna Street				Adding a new sidewalk between 47th Place and 48th Place intersection southward to Delaware Street provides a much needed north-south walkability improvement in North College Park. Also provides access to Hollywood Playground. If needed, this proposed segment could be shortened to extend from the existing sidewalk at Lackawanna Street southward to Indian Lane or Fox Street.
	49th Avenue	NO				
	49th Place	NO				
	50th Avenue	NO				
	50th Place	NO				Add new sidewalk, at least between Muskogee Street and Lackawanna Street. Enhances access to public library.
	51st Avenue	NO	YES (from Huron Street to Brandtville Road). New dogpark, lots of kids, near the metro			
	51st Place	sidewalks north of Hollywood Road only;				Provides access to the Boys and Girls Club as well as Public Works Department.
	52nd Avenue	sidewalks stop at Narragansett Parkway				
	53rd Avenue	has sidewalks north of Lackawanna Street; no sidewalks north of Kennesaw Street			(Also previously included on the matrix.)	This could connect to the new sidewalk recommended by the city on Huron Street (51st Avenue to 52nd Avenue) and another potential new sidewalk on Iniquous Street (see below)
	Apache Street	NO				
	Austin Court	NO				



## College Park City Streets without Sidewalks

Neighborhood	Street Name	Does the street currently have sidewalks?	Preliminary Recommendations for Priority Streets			
			Does the street currently NOT have a sidewalk AND was it identified by City as needing improvements? See CIP Budget Updates in Appendix D.		Additional streets that would benefit from connectivity improvements identified by A. Morton, Thomas and Associates (AMT)	
			City needs a review/recommendation from AMT	Additional streets recommended by City Engineer	Highly-rated street previously listed on 2017 Matrix that should still be included in the preliminary recommendations, per City's 12/11 CIP Budget update document	Is the street in a neighborhood with low percentage of sidewalk coverage? Is the street a "missing link" in the existing sidewalk network?
North College Park (43%)	Autoville Drive	partial sidewalk coverage				Recommend extending sidewalk from existing sidewalk termination northward to Erie Street. However, community previously resisted a sidewalk extension.
	Blackfoot Place	NO				
	Branchville Road	NO		Further study recommended between 51st Avenue and Rhode Island Avenue.		
	Cherokee Street	very minor sidewalk coverage		Further study recommended between 48th Avenue and Rhode Island Avenue; investigate to link with developer commitment.		Add a sidewalk in front of the new townhouses (if the developer isn't already required to add this). Extend sidewalk from US 1 (Baltimore Avenue) intersection westward to Rhode Island Avenue/Duval Field.
	Cheyenne Place	NO				
	Cree Lane	NO				
	Delaware Street	very minor sidewalk coverage				
	Erie Street	very minor sidewalk coverage				
	Euclid Place	NO				
	Fox Street	NO	YES (from US 1 to Rhode Island Avenue) FY 2023-24			City recommends a new Fox Street sidewalk between US 1 and Rhode Island Avenue, as well as a new 51st Avenue sidewalk. Recommend extending the proposed Fox Street sidewalk to 51st Avenue.
	Garotimo Street	NO				
	Huron Street	NO		Further study recommended between 51st Avenue and 52nd Avenue.	(Also previously included on the matrix.)	This segment is on the north end of Public Works Department, doesn't seem to be a high priority. However, it could tie into recommended segments on 51st Avenue and 52nd Avenue.
	Indian Lane	very minor sidewalk coverage				Add a new sidewalk from Iroquois Street/Rhode Island Avenue east to Davis Field Playground.
	Iroquois Street	NO				
	Kenesaw Street	NO				
	Kennebunk Terrace	NO				
	Lackawanna Street	has sidewalks east of Rhode Island Avenue; no sidewalks west of Rhode Island Avenue				Adding a new sidewalk(s) from US 1 (Baltimore Avenue) east to Rhode Island Avenue. This would enhance access to public library.
	Laguna Road	has sidewalks east of Rhode Island Avenue; no sidewalks west of Rhode Island Avenue				
	Nantucket Road	has sidewalks east of Rhode Island Avenue; partial sidewalks west of Rhode Island Avenue				
	Niagara Road	has sidewalks east of Rhode Island Avenue; partial sidewalks west of Rhode Island Avenue				
	Park Drive	NO				

## College Park City Streets without Sidewalks

Neighborhood	Street Name	Does the street currently have sidewalks?	Preliminary Recommendations for Priority Streets			
			Does the street currently NOT have a sidewalk AND was it identified by City as needing improvements?			Additional streets that would benefit from connectivity improvements identified by A. Morton Thomas and Associates (AMT)
			See CIP Budget Updates in Appendix D.			
			City needs a review/recommendation from AMT	Additional streets recommended by City Engineer	Highly-rated street previously listed on 2017 Matrix that should still be included in the preliminary recommendations, per City's 12/11 CIP Budget update document	
Berwyn District (44%)	48th Avenue	sidewalks only between Rutan Street and Berwyn Road				Is the street in a neighborhood with low percentage of sidewalk coverage? Is the street a "missing link" in the existing sidewalk network?
	48th Place	minor sidewalk coverage				
	49th Avenue	minor sidewalk coverage; sidewalk between Rutan Street and Berwyn Road				
	50th Place	NO				
	51st Avenue	NO				
	Branchville Road	very minor sidewalk coverage				
	Mohagan Place	NO				
	Osage Street	NO				
	Patuxent Avenue	minor sidewalk coverage				
	Pontiac Street	minor sidewalk coverage				
	Potomac Avenue	minor sidewalk coverage				
	Quebec Street	minor sidewalk coverage				
	Roanoke Place	NO				
	Rutan Street	NO				
West College Park (2%)	Seminole Street	NO				
	Tecumseh Street	NO				
	34th Avenue	NO				
	35th Avenue	NO				
	36th Avenue	NO				
	37th Avenue	NO				
	38th Avenue	NO				
	Bridgewater Street	NO				
	Crystal Springs Road	NO				
	Davidson Street	NO				
	DePauw Place	NO	YES (CIP). Sidewalk (south side) concept and estimate prepared. From intersection with St. Andrews Place east to dead end. Will connect to planned M-NOPTC hard-surface trail.		Agree with this project.	
	Dawberry Lane	NO				
	Drake Place	NO				
	Duke Street	NO				
Gettysburg Lane	NO					
Limestone Place	NO			The DePauw Place sidewalk could tie into a new sidewalk at Limestone Place. The Limestone Place sidewalk extend southward to the Limestone Place/Marlborough Way intersection.		
Marlborough Court	NO					

## College Park City Streets without Sidewalks

Preliminary Recommendations for Priority Streets						
Neighborhood	Street Name	Does the street currently have sidewalks?	Does the street currently NOT have a sidewalk AND was it identified by City as needing improvements?			
			See CIP Budget Updates in Appendix D.			
			City needs a review/recommendation from AMT	Additional streets recommended by City Engineer	Highly-rated street previously listed on 2017 Matrix that should still be included in the preliminary recommendations, per City's 12/11 CIP Budget update document	Additional streets that would benefit from connectivity improvements identified by A. Morton, Thomas and Associates (AMT)
West College Park (2%)	Marlbrough Way	NO				From the Limestone Place/Marlborough Way intersection, continue new sidewalk southward to St. Andrews Place.
	St. Andrews Place	NO	YES (CIP FY2020). From Melzerott Road to the first intersection at Duke Street. Final design with construction pending for 2020.		(Also previously included on the matrix, from Melzerott Road to Duke Street and to DePauw Place.)	The city's online "Construction & Projects Interactive Map" only shows the proposed CIP project between Melzerott Road and the first intersection with Duke Street. AMT recommends that the proposed sidewalk extend from Melzerott Road/St. Andrews Place to St. Andrews Place/DePauw Place, where it will connect to the proposed CIP sidewalk at DePauw Place. This enhances intra-neighborhood connectivity but also walkability to College Park Woods Neighborhood Park.
College Park Estates & Yarrow (0%)	Wofford Lane	NO				From Marlborough Way/St. Andrews Place, extend the new sidewalk eastward to St. Andrews Place/DePauw Place. This would complete a sidewalk loop for residents who desire a "walking circuit" in their neighborhood.
	Bayler Avenue	NO				
	Byn Mawr Road	NO				Add new sidewalk that ties into proposed CIP sidewalk on Edmonston Road and extends to Vassar Drive.
	Chastnut Hill Road	NO				
	Cladel Drive	NO				
	Creighton Drive	NO				
	Edmonston Road	NO	YES (CIP) Sidewalk (soliciting proposals from consultants and coordinating with WSSC)			AMT to review the design fee proposals. City to explain which design the bidders were bidding on.
	Knoxville Drive	NO			Included on the matrix.	Adding a sidewalk between Radcliffe Drive and Edmonston Road will provide a safe and much quicker route between the two streets.
	Radcliffe Drive	NO				Continue sidewalk from Sweetbriar Drive. Extend sidewalk to proposed CIP sidewalk on Edmonston Road.
	Sweetbriar Drive	NO				Continue sidewalk from Vassar Drive. Extend sidewalk to Radcliffe Drive.
	Vassar Drive	NO				Continue new sidewalk from Byn Mawr Road. Provide connection to Lake Artemesia Park. Extend sidewalk to Sweetbriar Drive.
	Wellesley Drive	NO			Included on the matrix.	Adding a sidewalk would provide improved access from the proposed CIP sidewalk on Edmonston Road to the trail system at Lake Artemesia Park.

Percentages (%) listed with Neighborhood Association are taken from **College Park Sidewalk Coverage Map**, dated 10/28/2019. Rhode Island Avenue is currently a County road that will later be transferred to the city. Design plans are already underway. For this reason, it is excluded from this analysis. Hollywood Road is currently funded for design but not construction. For this reason, it is excluded from this analysis. The table listed above only includes city streets. It does not include streets owned or maintained by County DPW or SHA.



## APPENDIX C. MEETING MINUTES



September 19, 2019

### Kickoff Meeting Minutes

<b>Project:</b>	<b>City of College Park Complete and Green Streets Project</b>
<b>AMT File No.</b>	114-849.007
<b>Meeting Date:</b>	September 5, 2019
<b>Meeting Location:</b>	4500 Know Road, College Park, MD
<b>Meeting Attendees:</b>	<ul style="list-style-type: none"><li>• City: Terry Schum (Director - Planning), Steve Halpern (City Engineer), Brenda Alexander (DPW Asst. Director), Katie Hart (Planner)</li><li>• M-NCPPC: Adam Dodgshon (Project Manager), Christina Hartsfield (Area Planner)</li><li>• AMT: Jack Goode (Project Manager), Matt Weir (Landscape Architect)</li></ul>

AMT met with the City of College Park (City) and M-NCPPC staff for introductions/roles and to discuss administrative items, project goals, project scope, stakeholders, and next steps. Following the meeting, attendees walked a couple blocks around City Hall to discuss common streetscape issues throughout the city.

- **Communication Protocol**
  - Adam D. will be the main point-of-contact for M-NCPPC. Keep him in the loop about any scope changes, schedule, starting a new task, major milestones, billing, etc.
  - AMT to coordinate with City on “day-to-day” technical items.
- **Final deliverables**
  - Report: InDesign and PDF
  - Drawings: .DWG and GIS shapefiles
- **Billing format**
  - Also show % complete for each task.
  - Refer to “MNCPPC Contractual Billing Procedures for Consultants” for more information.
- **Matrix**
  - Prepared by City Staff, including Terry, Steve and Brenda.
  - The list focuses on neighborhood connector streets linking to Route 1, Rhode Island Avenue, or other major destinations.
  - City will share with AMT the City’s Existing Conditions and Connectivity Routes map, dated 10/9/2018, which was the genesis of the matrix. Katie Hart emailed a pdf version on 9/5/19.
- **Project Scope**
  - AMT to study destinations and connection points and walkability to/from.
  - AMT to study available plans (links included in SOW).
    - County also just produced The Transportation Action Guide for Urban Communities – “Implementation Strategies Playbook” (March 2019).
    - AMT to also research programs and strategies in Takoma Park that have been successful.

- City's goal, and final product of this contract, should provide fair and equal treatment to all neighborhoods.
  - At the meeting, Steve summarized each College Park neighborhood and their existing sidewalk status. Some neighborhoods have 100% coverage (downtown area); others have 0% (east and west sides of City).
    - AMT requests that the City provides a quick markup of the city map outlining this information.
- Cost estimating is critical for City's planning and long term (5-year) funding efforts.
- This project is focused on neighborhood streets with narrow ROWs.
  - Typical street in C.P. may be 26' face-of-curb to face-of-curb with a 30' ROW. ROW varies from 30-80 feet from block to block.
    - Doesn't leave much space for improvements.
    - Try to work within the ROW, but if easements are needed in order to complete a project, AMT should make that recommendation. ROW takings are not off the table.
- AMT to research Prince George's Co. DPWT CIP online for projects already funded.
  - AMT should avoid analyzing these streets and focus on potential new projects.
  - City will provide a list of streets that they are already working on so we don't duplicate effort.
  - City will send list of any streets that residents have specifically raised concerns about regarding walkability. Calvert Trails neighborhood is one area with a big demand for more sidewalks.
- AMT recommended projects should prioritize connectivity.
- Citizen participation during planning and design process is critical for project buy-in.
- Projects should be complete streets – not just sidewalks, but furnishings, striping, on-street parking, tree planting, etc.
  - City is rapidly losing tree canopy coverage. Protect existing trees.
- The SOW identifies that AMT should assume that the City "would have available \$200,000 per year for design and construction (assuming no grant funding)"
  - AMT identified that this will not go very far. However, should design to this amount to maximum extent practicable.
  - AMT to identify potential grant sources.
- County and City to provide available GIS data for City limits, including topography, property/ROW, and aerial photography.
  - Please note that GIS-level data, especially for ROW and property lines, is notoriously inaccurate.
- **Stakeholders**
  - UMD – only if necessary
  - County DPWT – for projects intersecting with county roads
  - MDOT SHA District 3 – projects intersecting state roads
- **Ongoing initiatives**
  - Vision Zero adopted by County.
  - Complete Streets Policy is adopted by City Council and Mayor.
  - City is starting new bike (pedal and electric) and e-scooter program called VeoRide.

- 
- Rhode Island Avenue (approx. 160' ROW) – currently travel lanes are County-owned and maintained; service roads are City-owned and maintained. City is negotiating with County for full maintenance of the roadway within City limits.
    - (RI Avenue is not within the scope of work for this project but this is valuable information to know).
  - Knox Road, west of US 1 has non-standard 40-foot ROW. City is requesting an additional 10 feet but are getting push back from UMD.
  - AMT to study each of these and coordinate with final product.
- 
- **Schedule**
    - 1-year schedule for this project.
    - City will notify AMT of any dates that need to be set for Community Meetings so AMT can adjust schedule (Task 2) accordingly.
    - AMT to produce a work plan and schedule before 9/23.

**Submitted By:** Jack A. Goode, II, P.E., PTOE

**Attachment:** Kickoff Meeting Sign-in Sheet – 9/5/19



September 24, 2019

**Ms. Terry Schum, AICP**

Planning Director  
Planning, Community & Economic Development  
City of College Park, Maryland  
4500 Knox Road, College Park, MD 20740

Via email: [tschum@collegeparkmd.gov](mailto:tschum@collegeparkmd.gov)

Re: **Tasks 1 & 2 – Matrix Critique, Selection Strategies & Stakeholder Outreach Strategies**  
**City of College Park Complete and Green Streets Policy**  
AMT File No. 114-849.007

Dear Ms. Schum:

Please see below for a discussion and analysis of several upcoming tasks for the College Park Complete and Green Streets Project.

**MATRIX CRITIQUE**

The (Draft) College Park Complete Streets Prioritization Matrix was prepared by City staff and wisely focuses on connector streets that link to Route 1, Rhode Island Avenue, and other major destinations. This matrix itemizes sections of various City streets – varying in length from 251 feet to 3,942 feet – and assigns a “Priority Score” based on potential obstacles (i.e., distance between the right-of-way line and back of curb, topography/slope, and existing vegetation) as well as potential opportunities (i.e., the lack of an existing sidewalk, the potential for green stormwater infrastructure). The streets range from a low score of 2 to a high score of 11.

Based on the draft matrix, an initial inventory of the highest-rated priority streets (scored 9 and above) reveals the following observations:

- 52nd Avenue between Kenesaw-Huron Street and Narragansett Pkwy: minor residential street, on-street parking; wide ROW, flat topography, no sidewalks currently, utility poles and fire hydrants are present
- Berwyn Road between Route 1 and 48th Avenue: mixed-use/commercial connection at Route 1, walls required on north side, utility poles, residences and sidewalk present on south side, sharrows on each side of street
- Berwyn Road between Potomac Avenue and Railroad Tracks: sidewalk on each side, sharrows on each side of street, on street parking on one side, connection to pedestrian bridge over railroad, wide ROW, flat topography, utilities and power poles present
- Blackfoot Place between Rhode Island Ave and 51st Avenue: major intersection with New Hampshire Avenue, no connection to existing asphalt trail at New Hampshire Avenue, no sidewalks, community park, major trees, narrow ROW, utility poles, flat topography
- Edgewood Road between Route 1 and 47th Place: three lanes, sidewalks one side, wide ROW, utility poles
- Edgewood Road between 52nd Avenue and 53rd Avenue: narrow ROW, sidewalk and residential on one side, forest/mature trees on opposite side, very narrow ROW, flat topography
- Huron Street between 51st Avenue and 52nd Avenue: no sidewalks, wide ROW, utility poles/fire hydrant, mature trees
- Knoxville Drive between Radcliffe Drive and Edmonston Road: narrow street, utility poles, fire hydrant, no sidewalk

**A. MORTON THOMAS AND ASSOCIATES, INC.**  
Consulting Engineers

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- St Andrews Place between Metzert Road and Duke Street: four lane boulevard, no sidewalks, wide, utility poles, residential
- St Andrews Place between Duke Street and Marlborough Way: on street parking, sloping topography, utility poles, no sidewalks, no connection to park, residential
- Wellesley Drive between Sweetbriar Drive and Edmonston Rd: wide roadway, on street parking, no sidewalks, utility poles, residential

The City's draft matrix unquestionably provides valuable insight into the scope of this project. However, the matrix currently lacks rankings for several other important components needed for the proper evaluation and concept design of the City's streetscapes. This includes scores for the following *objective* items:

- Storm drain infrastructure: Although not necessary for the implementation of potential low-impact development SWM measures, the presence of a public storm drain system increases the potential for stormwater improvements in the right-of-way.
- On-street parking: Residents will object to any removal of parking in order to implement the streetscape improvements.
- Existing above-ground utilities such as utility poles, guy wires, fire hydrants: Such utilities are often in conflict with proposed streetscape improvements. Moving these utilities is expensive and significantly reduces project budgets for the actual proposed improvements.
- ADA compliance: Streets may or may not comply with ADA requirements. (i.e., curb cuts/ramps, detectable warning surfaces, acceptable cross slopes, acceptable clearances, crosswalks).
- Environmental features: When present, well-established canopy trees (and their roots), wetlands, streams and bridges pose a challenge to implementation in a manner that is thoughtful and respectful of existing features that must be protected.

Updating the matrix as described above will require a significant effort. Additional field reconnaissance may be necessary. Fortunately, AMT's offices are within a 30-minute drive of the City. The City staff's local knowledge and understanding of existing conditions is invaluable as the matrix is updated.

## REVIEW OF EXISTING PLANS AND REPORTS

The several existing plans and reports listed in the RFP reinforce the intent and scope of this project. For example, The Prince George's County *Approved Countywide Master Plan of Transportation* (2009) highlights the importance of bikeways, pedestrian mobility and complete streets as a means of providing transit-oriented development, reduced congestion, reduced vehicle miles travelled, improved access to the WMATA Purple Line. These improvements ultimately lead to economic development, urban density and obviously a diversity of transit options.

The City's recently approved *Complete Streets Policy* provides perhaps the greatest framework for this project. Notably, the policy states that "because the local roads are under the direct jurisdiction of the City, they provide the greatest flexibility when it comes to implementing Complete Street principles and policies" (20). This project aligns perfectly with that sentiment. Other items of note:

- The highest gaps in the sidewalk connectivity network include the area between Berwyn House Road and Navahoe Street, northward to the beltway; Acredale, and; Vassar Drive/Bryn Mawr Road southward to Radcliffe Drive on the west side of Kenilworth Avenue.
- Existing typical sections are shown, showing ROWs as narrow as 25', which does not allow for significant roadway improvements without easements on private property.
- Like other reports, it identifies project principles that are well-aligned with the goals of this project.
- Identifies missing vehicular and non-vehicular connections between dead-end streets.

- Diagrams traffic-calming methods (i.e., restriping, chicanes, modified intersections, mid-block yields, raised intersections, mini-roundabouts, bumpouts, speed humps, crosswalk refuges, cycle tracks, sharrows, multi-use paths, buffered bike lanes) that are improvements likely to be included within this project. Many of these strategies are further designed and analyzed in NACTO's Design Guides.

### **SELECTION STRATEGIES**

Improving and revising the project matrix will offer a data-driven method for comparing the City's streets in an apples-to-apples manner. Following the matrix update, the City and AMT will collaborate on selecting five streets for further study.

AMT will require additional information from the City. This includes:

- Map showing each of the City's neighborhoods and an approximately percentage of streets with sidewalks currently. This was quickly discussed at the kick-off meeting; however, we will benefit from having this information in mapped form. Understanding walkability from a neighborhood scale will help to ensure equity in the allocation of design and construction funds.
- GIS information, including right-of-way lines, property lines, topography, and other planimetric information. Please note that GIS ROW/property lines are notoriously inaccurate. As specified in the RFP, detailed property survey is excluded from the scope of work. If needed, AMT can provide property/boundary/right-of-way surveys for selected streets as an additional service.

Whereas the matrix provides objective measurement, AMT will also rely upon the City to provide more subjective input during the selection process. This includes:

- Expression of public desire: I.E., has the community specifically requested improvements made on certain streets?
- Identification of critical connections, other transit options or destinations within a 0.5-mile radius: projects that have the potential to connect to existing "hubs" or points of interest should be prioritized as they offer the greatest return on investment from a "complete green street" perspective.
- If a street section already has an ADA-compliant sidewalk, it should be removed from the matrix. This will help to ensure that the City's design/construction funds are distributed in a fair and equitable manner.

Lastly, we must consider existing projects that are either already funded or already in the midst of design or construction. The selection of the five streets must exclude any such projects.

- The Prince George's County CIP does not list any projects that could overlap with the scope of this project.
- The City is already underway on some streetscape improvements. The City needs to provide a list of any such projects to AMT.

After considering the revised matrix, GIS data, public sentiment, previous studies, and current projects, AMT and the City will finally have the information needed in order to begin coordination with project stakeholders.

### **STAKEHOLDER OUTREACH STRATEGIES**

Project stakeholders include:

- Prince George's County Department of Public Works and Transportation (DPWT) – for projects that intersect/connect to county roads
- MDOT SHA District 3 – for projects that intersect/connect to state roads
- University of Maryland (UMD) – for projects that intersect/connect to University property
- City of College Park staff

- M-NCPPC Community Planning Division
- City of College Park residents

At the stakeholder meetings, we will focus on the updated matrix and the street selection process as described previously. The purpose of the meeting is to solicit input from various diverse perspectives, identify any critical items that may have been previously missed, coordinate amongst the various parties, clarify design and construction funding, and discussion the general intent of the proposed designs.

AMT's role at the stakeholder meeting is to lead the presentation and discussion. A presentation will be used to convey our selection strategies and process; handouts, graphics and maps will further explain the project's intent and scope. The City and M-NCPPC are responsible for arranging, advertising, facilitating and hosting all meetings.

It should be noted that inherent to the selection process is an exhaustive ranking of the potential streets. Therefore, if the stakeholders eliminate one of the five selected streets from consideration, the next highest rated street will be added in the place of the eliminated street.



December 12, 2019

## Priority Streets Selection Meeting

**Project:** City of College Park Complete and Green Streets Project  
**AMT File No.** 114-849.007  
**Meeting Date:** December 12, 2019  
**Meeting Location:** 8400 Baltimore Avenue, Suite 340, College Park, MD  
**Meeting Attendees:**

- City: Terry Schum (Director - Planning), Katie Hart (Planner), Aaron (for Steve Halpern)
- AMT: Jack Goode (Project Manager), Matt Weir (Landscape Architect)

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As the project moves towards contract Tasks 3 & 4, the City of College Park and AMT met to discuss priority streets for further design concepting and cost estimating, the project schedule and next steps.

- **AMT summarized work completed over the last couple weeks.**
  - Used GIS mapping (sources included City of College Park shapefiles and publicly available Prince George's County shapefiles) to study existing conditions and gain familiarity with City.
    - The information most helpful to moving forward onto Task 3 & 4 was the sidewalk analysis map and the % sidewalk coverage by neighborhood association map.
  - AMT created a spreadsheet listing all the City's approximately 150 street names and eliminated any streets that currently have sidewalks from consideration for priority streets.
    - AMT recommends prioritizing neighborhoods with currently low sidewalk coverage first for an equitable treatment of the City's different neighborhoods.
    - Streets that are lacking sidewalk connectivity are recommended for further study. Streets near public facilities (i.e., parks, libraries, metro stations, etc.) are also prioritized.
- **City reviewed the "CIP Budget Update" document**
  - This document lists streets funded for design and construction. These streets will be subject to further review/study by AMT.
  - The document also lists several streets recommended by the City engineer.
  - Many of the streets on AMT's spreadsheet and the City's CIP update document overlapped.
- **After reviewing the documents, City and AMT agreed to move forward with several streets.**
  1. St. Andrew's Place: from Duke St. to De Pauw Place
  2. DePauw Place: St. Andrew's Place to dead end/Gettysburg Lane
    - a. Refine concept, provide cost estimate, one or both sides
    - b. MNCPPC is developing a trail which ties into the north side of DePauw
  3. Bowdoin Avenue: from Harvard to Erskine
  4. Edmonston: from Old Calvert to Bryn Mawr
  5. Fox St: from US 1 to 51<sup>st</sup> Ave
  6. Hollywood: from Rhode Island to US1
    - a. City has 30% plans and shared them with AMT. AMT to review cost estimate only.



- **If the above streets prove to not be feasible for this project, City and AMT agreed to study the following “backups”:**
  - Wellesley Drive: from Edmonston to Sweetbriar
  - 48<sup>th</sup> Place: from 47<sup>th</sup> to Delaware (or at least to Indian Lane or Fox)
  - 49<sup>th</sup> Place: from Muskogee to Hollywood
  - 52<sup>nd</sup> Avenue: from Narragansett Parkway to Huron Street
  - Iroquois Street: from Rhode Island eastward to Davis Field Playground
  - Cherokee Street: from 48<sup>th</sup> Place to Rhode Island Avenue
    - City will send developer plans
- **Study by AMT not needed:**
  - Beechwood
  - Old Calvert Road → Developer is studying.
  - Autoville Road
  - Muskogee
  - 49<sup>th</sup> between Patuxent and Pontiac
- **Other Notes:**
  - Edmonston Road – major WSSC project will be coming through
  - City to send consultant proposals for Edmonston construction
- **Schedule:**
  - Stakeholder Meeting: January 22, 2020
    - Include attendees present at Kick-off meeting.
    - AMT will provide greater analysis of the streets listed above to solicit opinions from stakeholders and agree upon the 5 selected streets for this projects’ 30% plans.

**Submitted By:** Jack A. Goode, II, P.E., PTOE

**Attachment:** AMT Spreadsheet of City Streets.



January 28, 2020  
Revised February 6, 2020

## Priority Streets Selection Meeting

**Project:** City of College Park Complete and Green Streets Project  
**AMT File No.** 114-849.007  
**Meeting Date:** January 22, 2020  
**Meeting Location:** 8400 Baltimore Avenue, Suite 375, College Park, MD  
**Meeting Attendees:**

- City: Terry Schum (Director - Planning), Katie Hart (Planner), Brenda Alexander (DPW Asst. Director)
- AMT: Jack Goode (Project Manager), Matt Weir (Landscape Architect)

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As the project moves towards contract Task 4, the City of College Park (City) and AMT met to discuss the twelve (12) priority streets and select the top (5) for further concept designing and cost estimating.

- **AMT summarized work completed since December 2019 project meeting.**
  - Used GIS mapping of the City to illustrate the twelve (12) priority streets subdivided by the six (6) highest rated streets and the six (6) “second tier” streets as determined at the December 12<sup>th</sup> meeting.
    - Highest rated streets:
      1. St. Andrews Place (from Duke Street to De Pauw Place)
      2. De Pauw Place (from St. Andrews Place to dead end/Gettysburg Lane)
      3. Wellesley Drive (from Edmonston Road to Sweetbriar Drive)
      4. Cherokee Street (from 48<sup>th</sup> Place to Rhode Island Avenue)
      5. Edmonston Road (from Old Calvert Road to Bryn Mawr Road)
      6. 48<sup>th</sup> Place (from 47<sup>th</sup> Place to Delaware Street) [or at least to Indian Lane or Fox Street]
    - Lowest rated streets:
      7. 52<sup>nd</sup> Avenue (from Narragansett Parkway to Huron Street)
      8. Bowdoin Avenue (from Harvard Road to Erskine Road)
      9. 49<sup>th</sup> Place (from Muskogee Street to Hollywood Road)
      10. Fox Street (from US Route 1 to 51<sup>st</sup> Avenue)
      11. Iroquois Street (from Rhode Island Avenue to Davis Field Playground)
      12. Hollywood Road (from US Route 1 to Rhode Island Avenue)
  - AMT refined the Priority Street Selection Matrix to add two (2) more rating criteria including LID Potential (opportunities for bump-outs and SWM) and Connectivity Score (neighborhood sidewalk coverage and connections to parks, public facilities, existing sidewalks, proposed sidewalks/trails, and bus routes).
- **Discussion points:**
  - Concept plans for the Old Calvert Road connection from Edmonston Road to Campus Drive need to be developed. Looking to tie into Edmonston Road project.

- Steve Halpern will provide an update on the sidewalk connection along Metzerott Road to the east of St. Andrews Place.
- Flexi-pave was recently installed along Quebec Street around some trees. It is initially costly but effective rather than tree grates.
- Cherokee Street – can replace the 18” bradford pears. ROW width is 50 feet from 48<sup>th</sup> Place to Rhode Island Avenue.
- Edmonston Road – find out if Steve H. has the plans; people park between Knoxville Road and Bryn Mawr Road; need to avoid impacting the on-street parking; adding curb and gutter will have an effect on drainage and SWM; Councilmember lives in this area and wants this project.
- **Sites #1-#4 from the highest rated streets are very good candidates.**
- 49<sup>th</sup> Place – ROW width from Lackawanna Street to Hollywood Road is 60 feet and north of Lackawanna Street to Muskogee Street is 35 feet. Instead of limits from Muskogee Street to Hollywood Road, maybe from Muskogee Street to Laguna Road.
- Indian Lane – from Rhode Island Avenue to 51<sup>st</sup> Avenue (near DPW); this section of roadway is a possible priority street candidate; there are bus stops for students but they have to stand in the roadway; wide ROW; parking on both sides; overhead on north side; City is in discussions with Prince George’s County DPWT to take over Rhode Island Avenue.
- AMT will develop 30% cost estimate for Hollywood Road.
- City noted to look for RFP for Hollywood Road design project.
- **Next Project Steps:**
  - Request Steve H. to review the twelve (12) priority streets and confirm the “top five” highest rated streets.
  - City has asked AMT to present the current matrix to the City Council on **Tuesday, February 18<sup>th</sup>, 2020 at 7:30pm at DPW**. It will be a 30-minute presentation.
  - Presentation should include:
    - Process used to arrive at this point.
    - Existing sidewalks.
    - Connectivity.
    - Information from prior reports.
    - Process of elimination.
    - “Top 5”.
    - Next steps.
  - City needs to upload presentation to website for Council review by **Friday, February 14<sup>th</sup>**. AMT to provide a draft presentation for City review by **Monday, February 10<sup>th</sup>**.

Submitted By: Jack A. Goode, II, P.E., PTOE

## Goode, Jack

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**From:** Katie Hart <khart@collegeparkmd.gov>  
**Sent:** Tuesday, January 28, 2020 2:45 PM  
**To:** Goode, Jack; Terry Schum; Brenda Alexander; Steve Halpern  
**Cc:** Weir, Matthew; Dodgshon, Adam; Hartsfield, Christina  
**Subject:** RE: Priority Streets Meeting Minutes  
**Attachments:** EdmonstonRd\_Sidewalk\_v1.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Good Afternoon,

Thank you for sending the minutes. Here are some follow-up items on the minutes:

Page 2

1. Steve Halpern will provide an update on the sidewalk connection along Metzert Road to the east of St. Andrews Place. **We have not reached out to the County yet for permission to install sidewalk on their ROW. Steve will reach out. Noted.**
2. Cherokee Street – Verify the 50-foot ROW. **ROW is 50 ft from 48<sup>th</sup> Place to Rhode Island Ave. Minutes revised.**
3. 49<sup>th</sup> Place – confirm with Steve H. on ROW width; **From Lackawanna St. to Hollywood ROW is 60 ft. ROW north of Lackawanna to Muskogee St is 35 ft. Minutes revised.**
4. Edmonston Road – **concept plans for sidewalk on the east side are attached. Request AMT to investigate concept plans for sidewalk on the west side. WSSC will be starting construction in mid-spring 2020 for two years to replace the water line. Noted.**
5. Indian Lane – City is in discussions with Prince George’s County DPWT to take over **Rhode Island Avenue (correction). Minutes revised.**

### The City

- Was 51<sup>st</sup> avenue in the ranking list? There is interest in a segment of sidewalk from Huron St to Branchville Road.
- We agree that the highest rated streets on the Priority street selection matrix are St. Andrews Place, De Pauw Place, Wellesley Drive, Cherokee Street, and Edmonston Road. **Noted. AMT will move forward with developing concept plans for the 5 streets under Task 4.**

51st Avenue was discussed at the December meeting but we collectively decided not to pursue. Reason being that the sidewalk would need a curb bumpout due to power poles, fences, and trees at the back of the existing curb. Existing road may not be wide enough to include a curb bumpout.

Thank you,  
Katie

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**From:** Goode, Jack <jgoode@amtengineering.com>  
**Sent:** Monday, January 27, 2020 8:33 PM  
**To:** Terry Schum <tschum@collegeparkmd.gov>; Katie Hart <khart@collegeparkmd.gov>; Brenda Alexander <Balexander@collegeparkmd.gov>; Steve Halpern <shalpern@collegeparkmd.gov>  
**Cc:** Weir, Matthew <mweir@amtengineering.com>; Dodgshon, Adam <Adam.Dodgshon@ppd.mncppc.org>; Hartsfield, Christina <Christina.Hartsfield@ppd.mncppc.org>  
**Subject:** Priority Streets Meeting Minutes

Greetings:  
Please find attached the minutes from our Priority Streets Selection meeting on January 22, 2020.

Thank you.





February 20, 2020

## Priority Streets Selection Meeting

**Project:** City of College Park Complete and Green Streets Project  
**AMT File No.** 114-849.007  
**Meeting Date:** February 18, 2020  
**Meeting Location:** College Park Department of Public Works  
**Meeting Attendees:**

- City: City Mayor and City Council, City Clerk, Manager, Counsel & student liaisons, City Planning Department
- AMT: Jack Goode (Project Manager), Matt Weir (Landscape Architect)

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The City Planning Department and AMT presented a project update, focusing on the process used to update the City's 2017 Matrix as well as AMT's recommend list of streets for 30% design.

- Terry Schum introduced the project, summarizing progress since the 2017 matrix. She explained the scope of work and intent for this project, as well as M-NCPPC's funding role and other "sidewalk/streetscape" projects that are not a part of this project.
- AMT presented the Powerpoint presentation followed by a question and answer session.
- **Questions/Comments regarding Process:**
  - Matrix should include a column for a SAFETY score of each street – either current safety or potential safety improvements. This safety score may include information or data on traffic counts.
- **Questions/Comments regarding AMT's Recommended Streets**
  - Edmonston Drive – based on prior community feedback, the new sidewalk should be on the east side of the road, not the west side (which is the residential side).
    - Planning Department and AMT initially recommended the sidewalk on the west side (residential side) because it is easier to access (avoids the need for pedestrians to cross Edmonston) and thus likely to be used more frequently than a sidewalk on the east side.
    - Councilmember expressed that a sidewalk on the west side will be heavily objected to because of portions of the road where parallel parking is present. AMT acknowledge that in select areas of the west side, retaining walls would be needed.
  - Wellesley Drive – currently very wide and offers plenty of space for pedestrians to walk in the roadway. Other streets may be better served by a new sidewalk – i.e., Bowdoin Drive rather than Wellesley.
  - DePauw Place – resident previously expressed that a sidewalk should not be added here.
    - AMT explained the potential connection to a new trail by MNCPPC at the DePauw Place dead-end, as well as the potential to connect to a new sidewalk on St. Andrews.
    - Councilmember expressed that a resident is especially concerned with the preservation of the large trees near the end of the block.
    - AMT expressed that approximately 90% of DePauw sidewalk is away from trees, and that where trees are present, the sidewalk could be bumped out to avoid them.

- 
- Bowdoin Avenue – although narrow, it is a major pedestrian link to WMATA and heavily used.
  - 
  - **Final Alignment of First Tier Streets**
    - St. Andrews Place
    - Bowdoin Avenue
    - Cherokee Street
    - Edmonston Road
    - 52<sup>nd</sup> Avenue

**Submitted By:** Jack A. Goode, II, P.E., PTOE



July 27, 2020

## 30% Concept Design Comment-Responses

**Project:** City of College Park Complete and Green Streets Project  
**AMT File No.** 114-849.007  
**Comment Date:** May 26, 2020

### GENERAL COMMENTS:

- 1. Provide house numbers on plans for referencing.*  
**AMT RESPONSE:** Added.
- 2. A typical street section for each segment would be nice.*  
**AMT RESPONSE:** Street sections have been added.
- 3. It doesn't look like opportunities for street tree plantings and micro-bioretenention were addressed.*  
**AMT RESPONSE:** Trees and micro-bioretenention are added where appropriate.  
Trees added: St. Andrews, Cherokee, 52<sup>nd</sup>  
Micro-bio bump-outs added: St. Andrews, Edmonston  
There is not adequate space for either on Bowdoin. Bowdoin also has overhead lines that make tree planting not realistic.
- 4. What about curb bump-outs where appropriate where there is on-street parking?*  
**AMT RESPONSE:** See above.
- 5. For the final report, a short narrative summary would also be helpful to describe the limits of work, what side of the street, unusual constraints and rationale for particular decisions.*  
**AMT RESPONSE:** Narrative has been provided.

### SPECIFIC COMMENTS:

#### St Andrews Pl sheets C101 thru C104

- Looks good with bump-out and wall.*  
**AMT RESPONSE:** Acknowledged.
- Sheet C102 – Can replacement tree be planted behind the curb?*  
**AMT RESPONSE:** Due to a steep bank in front of the house, the proposed 5' sidewalk is only 3' off the back of curb. A 5' offset is not feasible as this increases disturbance and the amount of grading needed. We do not recommend planting a street tree in that limited 3' space.

#### Cherokee Street sheets C201 thru C202

- C201 – confirming the plan shows a curb extension from 48<sup>th</sup> Pl to 4808 Cherokee St. and provide striped crosswalks*  
**AMT RESPONSE:** Yes, correct about the curb extension. Striped crosswalks added.

- C202 – plan does not show existing guardrail on the side of 4920 Cherokee St. and provide striped crosswalks  
**AMT RESPONSE:** Guardrail added to the plans. Striped crosswalks added.
- Good tree conservation.  
**AMT RESPONSE:** Acknowledged.
- Please explain reasons for choosing the north side of the street.
- **AMT RESPONSE:** South side was avoided due to several high-quality trees between 48<sup>th</sup> place and 49<sup>th</sup> Ave and beyond. The north side is a safer option for navigating around the triangle between 49<sup>th</sup> Ave and 49<sup>th</sup> Place.

#### **52nd Ave: Sheets C301 thru C302**

- Sheets showing sidewalk from Huron St to Kenesaw St are missing.  
**AMT RESPONSE:** As indicated in the matrix, building a sidewalk south of Kenesaw is not cost effective.
  - The west side of 52nd south of Kenesaw has a very steep bank at the road edge, as well as several stairs and a retaining wall at the road edge.
  - The east side of 52<sup>nd</sup> south of Kenesaw has multiple chain link fences that are at or near the back of the curb. A sidewalk here would require removing and replacing those fences and it did not seem cost effective to do so. There are also utility poles and slight bank on the east side.
- Steve likes the sidewalk location.  
**AMT RESPONSE:** Acknowledged.
- C301 - provide striped crosswalks  
**AMT RESPONSE:** Striped crosswalks added.
- C302 – provide striped crosswalks  
**AMT RESPONSE:** Striped crosswalks added.
- Please explain reasons for choosing the west side of the street.  
**AMT RESPONSE:** There are fewer obstacles (trees and utility poles) on the west side. Private fence lines align well with the ROW line, reducing the need to relocate residents' private fences.

#### **Bowdoin Ave: Sheets C401 thru C402**

- Like the narrowing of the street from Erskine to Harvard.  
**AMT RESPONSE:** Acknowledged.
- Discuss the option of narrowing the street north of Harvard.  
**AMT RESPONSE:** Plans are revised.

#### **Edmonston Rd: sheets C501 thru C508**

- C501 – like the sidewalk orientation  
**AMT RESPONSE:** Acknowledged.
- C505 – like the sidewalk orientation  
**AMT RESPONSE:** Acknowledged.
- C508 - like the sidewalk orientation



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**AMT RESPONSE:** Acknowledged.

- Sidewalk is missing from Bryn Mawr Rd to city Line.

**AMT RESPONSE:** The matrix and prior map only showed sidewalk between Bryn Mawr and Old Calvert. However, we extended the sidewalk further to the city line.

- Should note that much more attention will be required for the slope adjacent to the sidewalk.

**AMT RESPONSE:** Agree. It will be a more expensive sidewalk to build because of the existing grade.

- I'm concerned about the amount of clearing required and changing sides of the street. Wouldn't the west side be less disruptive and cheaper? I understand this was a political decision but maybe the consultants can include some editorial comments in case this decision is revisited.

**AMT RESPONSE:** Our recommendation, for multiple reasons, was the west side of the street. However, a councilmember was adamant that his constituents opposed the west side option. Based on feedback at the Council meeting, we opted for the east side.

**Submitted By:** Jack A. Goode, II, P.E., PTOE

## APPENDIX D. CITY ADDITIONS OR DELETIONS FROM COMPLETE STREETS CONSIDERATION

### CAPITAL IMPROVEMENT PLAN BUDGET UPDATE

The following street segments are funded for design and construction in the FY 2020–2024 CIP. Their current status and years funded are noted. Although funding is already secured, analysis of these street segments is still required. The city requested that A. Morton Thomas and Associates, Inc., (AMT) study the concept designs of these street segments and provide a recommendation for each.

STREET	TO	FROM	FUNDING YEAR	NOTE
St. Andrews Place	Metzerott Road	Duke Street	FY 2020	Final design with construction pending for 2020.
Bowdoin Avenue	Calvert Road	Erskine Road	FY 2020	Concept sidewalk design on the east side; but no cost estimate for final design or construction. Constructibility may be an issue. Sidewalk along west side of Bowdoin in front of U.S. Post Office to be completed in FY 20.
DePauw Place	St. Andrews Place	Dead end	FY 2020	Concept design and estimate for sidewalk on the south side.
Beechwood Road	-	-	-	Complete
Edmonston Road	Old Calvert Road	Town of Berwyn Heights Boundary	FY 2021–FY 2022	City received two cost proposals for design but neither design nor construction is under contract.
51st Avenue	Huron Street	Branchville Road	FY 2021–FY 2022	Interest based on new dog park, family neighborhood and metro access. Not initiated.
Fox Street	Rhode Island Avenue	Baltimore Avenue / US 1	FY 2023–FY 2024	Not initiated.
Hollywood Road	Rhode Island Avenue	Baltimore Avenue / US 1	-	30% design complete with a Safe Routes to School grant for 100% design. 100% design expected to be completed around June 2021. Provide cost estimate based on 30% design.

CITY ENGINEER REQUESTS FOR FURTHER INVESTIGATION

STREET	TO	FROM	NOTE
Huron Street	51st Avenue	52nd Avenue	Investigate sidewalk potential.
Branchville Road	51st Avenue	Rhode Island Avenue	Investigate sidewalk potential.
52nd Avenue	Narragansett Parkway	Huron Street	Investigate sidewalk potential.
Cherokee Street	48th Avenue	Rhode Island Avenue	Investigate connection to developer-committed sidewalk.

CITY ENGINEER REMOVALS FROM FURTHER INVESTIGATION

Some highly-rated street segments included in the city’s original matrix are excluded from further consideration. Reasons for exclusion include the potential for these street segments to be paired with other construction projects or the fact that they have already been completed.

STREET	TO	FROM	REASON
Berwyn Road	US 1 (Baltimore Avenue)	48th Avenue	Completed.
Berwyn Road	Potomac Avenue	Railroad Tracks	Completed.
Blackfoot Place	Rhode Island Avenue	51st Avenue	Can be completed with Duvall Field Project
Edgewood Road	US 1 (Baltimore Avenue)	47th Place	Can be completed with future development projects.
Edgewood Road	52nd Avenue	53rd Avenue	Can be completed with future development projects.
St. Andrews Place	Metzerott Road	Duke Street	Design completed, remove from consideration.

FEEDBACK FROM CITY ON THE REVIEW OF THE CITY’S ORIGINAL MATRIX AND  
AMT’S LIST OF POTENTIAL STREETS

City planning department staff commented on AMT’s initial shortlist of city streets and AMT’s critique of the city’s draft matrix (see **Appendix C**). Regarding specific streets, city comment is summarized at left. Based on their knowledge of the city, comments previously received, and the current CIP, the city recommended that certain streets should be either added or removed from the matrix for further consideration as a complete street reconstruction candidate.

APPENDIX E. FINAL COMPLETE AND GREEN STREETS MATRIX (AUGUST 2020)

Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	30% Notes	ROW BC	Topo	Wall	Trees Impact/Removals	Obstacles (poles, hydrants, fence, etc.)	LID Potential Scoring Opportunities for Bump-Outs & SVM	Connectivity Scoring .5 pt each for the following	1 pt each for the following	Subjective Safety Scoring Perceived Pedestrian Safety	STREET SCORE	RECOMMENDATION TO PLANNING DEPARTMENT & CITY COUNCIL	CITY COUNCIL SELECTION @ FEBRUARY 18, 2020 MEETING?
College Park Estates	Wellesley Drive	Edmonston Road	Sweetbriar Drive	60 feet	1940 feet	34 feet curb to curb	<b>PARALLEL PARKING:</b> Present both sides. Parking is not expected to be significantly impacted by sidewalk designs. <b>OBSTACLES:</b> Utility poles on SW side of street. Steep drop-off on SW side of street. Driveway on SW side of Wellesley Drive between Bryn Mawr Road and Sweetbriar Drive. <b>V6/G7/TREES:</b> Mature trees on SW side of street. Mature silver maples at 7511 Wellesley Drive. Recommend a bump out here. Mature trees on north side of Wellesley Drive between Bryn Mawr Road and Sweetbriar Drive. Where trees are present near a potential sidewalk or bump-out, use flexible porous/permeable pavement. <b>POINTS AT RIGHT ARE FOR THE EAST SIDE OF WELLESLEY DRIVE.</b>	<ul style="list-style-type: none"><li>1 = &gt; 10 feet</li><li>2 = 5-10 feet</li><li>3 = &gt; 5 feet</li><li>4 = &gt; 5 feet</li><li>5 = &gt; 5 feet</li></ul>	<ul style="list-style-type: none"><li>1 = not needed</li><li>2 = &lt; 10%</li><li>3 = &lt; 10%</li><li>4 = &lt; 20%</li><li>5 = &lt; 20%</li></ul>	<ul style="list-style-type: none"><li>1 = limited impact</li><li>2 = moderate impact</li><li>3 = moderate impact</li><li>4 = severe impact</li><li>5 = severe impact</li></ul>	<ul style="list-style-type: none"><li>1 = none/minor</li><li>2 = moderate</li><li>3 = significant/too many</li><li>4 = significant/too many</li><li>5 = significant/too many</li></ul>	<ul style="list-style-type: none"><li>1 = storm drains not feasible</li><li>2 = storm drains present</li><li>3 = storm drains not feasible</li><li>4 = storm drains not feasible</li><li>5 = storm drains not feasible</li></ul>	<ul style="list-style-type: none"><li>1 = neighborhood has 50% coverage below 50%</li><li>2 = connect to park</li><li>3 = connect to public facility</li><li>4 = connect to ex. sidewalk</li><li>5 = connect to a proposed sidewalk/trail</li></ul>	<ul style="list-style-type: none"><li>1 = connect to City/County bus route</li><li>2 = connect to WMATA network/metro station</li><li>3 = connect to commercial district</li></ul>	<ul style="list-style-type: none"><li>0 = lower sense of pedestrian safety</li><li>1 = average sense of pedestrian safety</li><li>2 = higher sense of pedestrian safety</li><li>3 = higher sense of pedestrian safety</li><li>4 = higher sense of pedestrian safety</li></ul>	13	YES (NORTHEAST SIDE)	Due the width of the street, there is considerable potential for a complete street with SW bumpouts, maintaining the parallel parking. Adding a sidewalk on the NE side and a connection to a potential sidewalk on Edmonston. If too challenging, could end the new complete street/sidewalks at Bryn Mawr Road.	NO
West College Park	St. Andrews Place	Duke Street	De Pauw Place	1670 feet	1670 feet	110 feet median/curb and gutter/20 foot travel lane/curb and gutter	<b>PARALLEL PARKING:</b> Present. Parking is not expected to be significantly impacted by sidewalk designs. <b>OBSTACLES:</b> Majority of utility poles are on west side of St. Andrews Place. Fire hydrant on west side. There is a driveway on west side of St. Andrews Place (east side) that needs to be avoided/relocated. <b>V6/G7/TREES:</b> Several established trees (including maples, locusts, and others), dense vegetation and planting beds on the east side near 9011, 9013, 9015, 9017, 9117 and 9122 St. Andrews Place. Avoid impacts to this vegetation. <b>STORM DRAINS:</b> east side <b>POSSIBLE CONNECTIONS TO EXISTING:</b> -Connection to College Park Woods is on the east side of St. Andrews Place -Easting crosswalk at intersection with De Pauw Place. <b>POINTS ARE FOR THE EAST SIDE OF ST. ANDREWS PLACE.</b>	<ul style="list-style-type: none"><li>1 = &gt; 10 feet</li><li>2 = 5-10 feet</li><li>3 = &gt; 5 feet</li><li>4 = &gt; 5 feet</li><li>5 = &gt; 5 feet</li></ul>	<ul style="list-style-type: none"><li>1 = not needed</li><li>2 = &lt; 10%</li><li>3 = &lt; 10%</li><li>4 = &lt; 20%</li><li>5 = &lt; 20%</li></ul>	<ul style="list-style-type: none"><li>1 = limited impact</li><li>2 = moderate impact</li><li>3 = moderate impact</li><li>4 = severe impact</li><li>5 = severe impact</li></ul>	<ul style="list-style-type: none"><li>1 = none/minor</li><li>2 = moderate</li><li>3 = significant/too many</li><li>4 = significant/too many</li><li>5 = significant/too many</li></ul>	<ul style="list-style-type: none"><li>1 = storm drains not feasible</li><li>2 = storm drains present</li><li>3 = storm drains not feasible</li><li>4 = storm drains not feasible</li><li>5 = storm drains not feasible</li></ul>	<ul style="list-style-type: none"><li>1 = neighborhood has 50% coverage below 50%</li><li>2 = connect to park</li><li>3 = connect to public facility</li><li>4 = connect to ex. sidewalk</li><li>5 = connect to a proposed sidewalk/trail</li></ul>	<ul style="list-style-type: none"><li>1 = connect to City/County bus route</li><li>2 = connect to WMATA network/metro station</li><li>3 = connect to commercial district</li></ul>	<ul style="list-style-type: none"><li>0.5 = lower sense of pedestrian safety</li><li>1 = average sense of pedestrian safety</li><li>2 = higher sense of pedestrian safety</li><li>3 = higher sense of pedestrian safety</li><li>4 = higher sense of pedestrian safety</li></ul>	12.5	YES (EAST SIDE)	1. City's concept at Metzert Road/St. Andrews Place is on the north side of Metzert Road (county road) may receive a future sidewalk but is outside scope of work for this project. Currently there is a "bump-out" at the east corner of St. Andrews Place/Metzert Road. 2. Proposed sidewalk begins on north side of Duke Street. 3. Proposed sidewalk on east side of St. Andrews Place to De Pauw Place corner. This is the same side recommended by the City's initial matrix.	YES (EAST SIDE)
West College Park	St. Andrews Place	dead end/Gettysburg Lane		50 feet	730 feet	24 feet curb to curb	<b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs. <b>OBSTACLES:</b> Between St. Andrews Place and Limestone Place, utility poles on south side of street right behind curb and gutter. South side is flatter slope. North side may require a wall/short curb in some areas. <b>V6/G7/TREES:</b> Planting bed at 9122 Gettysburg Lane. (2) "20"-trees outside 3612 DePauw Place (1) "20"-tree located outside 3612 Gettysburg Lane, 3618 Gettysburg Lane and 3616 DePauw Place. <b>POINTS AT RIGHT ARE FOR THE NORTH SIDE OF DEPAUW PLACE.</b>	<ul style="list-style-type: none"><li>1 = &gt; 10 feet</li><li>2 = 5-10 feet</li><li>3 = &gt; 5 feet</li><li>4 = &gt; 5 feet</li><li>5 = &gt; 5 feet</li></ul>	<ul style="list-style-type: none"><li>0.5 = not needed</li><li>1 = &lt; 10%</li><li>2 = &lt; 10%</li><li>3 = &lt; 10%</li><li>4 = &lt; 20%</li><li>5 = &lt; 20%</li></ul>	<ul style="list-style-type: none"><li>0.5 = limited impact</li><li>1 = moderate impact</li><li>2 = moderate impact</li><li>3 = severe impact</li><li>4 = severe impact</li></ul>	<ul style="list-style-type: none"><li>2 = none/minor</li><li>3 = moderate</li><li>4 = significant/too many</li><li>5 = significant/too many</li></ul>	<ul style="list-style-type: none"><li>2 = storm drains present</li><li>3 = storm drains not feasible</li><li>4 = storm drains not feasible</li><li>5 = storm drains not feasible</li></ul>	<ul style="list-style-type: none"><li>1.5 = neighborhood has 50% coverage below 50%</li><li>2 = connect to park</li><li>3 = connect to public facility</li><li>4 = connect to ex. sidewalk</li><li>5 = connect to a proposed sidewalk/trail</li></ul>	<ul style="list-style-type: none"><li>0 = connect to City/County bus route</li><li>1 = connect to WMATA network/metro station</li><li>2 = connect to commercial district</li></ul>	<ul style="list-style-type: none"><li>1 = lower sense of pedestrian safety</li><li>2 = average sense of pedestrian safety</li><li>3 = higher sense of pedestrian safety</li><li>4 = higher sense of pedestrian safety</li><li>5 = higher sense of pedestrian safety</li></ul>	11.5	YES (NORTH SIDE)	1. A proposed hard-surface, shared-use trail is planned to link with the DePauw Place street centerline. (Source: PG&Es) 2. City's concept proposes a sidewalk on each side. There are "desire paths" on each side of guardrail already. 3. Recommend sidewalk starting on the north side of the DePauw Place St. Andrews Place intersection because utility poles are on the south side of DePauw Place. Continue to intersection with Limestone Place. 4. After Limestone Place, major trees will complicate continuing to the dead end. Bumpouts may be needed but will take away parallel parking. If ROW is not available, consider "desire paths" feasible porous/permeable sidewalk section in tree CBZs.	NO
North College Park	Cherokee Street	48th Place	Rhode Island Avenue	50 feet (from 48th to Rhode Island)	800 feet	26 feet curb to curb	<b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs. <b>OBSTACLES:</b> Obstructions the entire length; however, there are some trees on the north side of Cherokee Street. <b>V6/G7/TREES:</b> "20" inch Zebra and shrubs outside 4805 Cherokee. "18" inch Bradford pear outside 9104 Rhode Island Avenue. <b>POSSIBLE CONNECTIONS TO EXISTING:</b> The Developer plans for the Metropolitan at College Park luxury townhomes) show a sidewalk on each side of Cherokee Street, terminating at intersection with 48th Place. <b>POINTS ARE FOR THE NORTH SIDE OF CHEROKEE STREET.</b>	<ul style="list-style-type: none"><li>1 = &gt; 10 feet</li><li>2 = 5-10 feet</li><li>3 = &gt; 5 feet</li><li>4 = &gt; 5 feet</li><li>5 = &gt; 5 feet</li></ul>	<ul style="list-style-type: none"><li>2 = not needed</li><li>3 = &lt; 10%</li><li>4 = &lt; 10%</li><li>5 = &lt; 20%</li><li>6 = &lt; 20%</li></ul>	<ul style="list-style-type: none"><li>1 = limited impact</li><li>2 = moderate impact</li><li>3 = moderate impact</li><li>4 = severe impact</li><li>5 = severe impact</li></ul>	<ul style="list-style-type: none"><li>1 = none/minor</li><li>2 = moderate</li><li>3 = significant/too many</li><li>4 = significant/too many</li><li>5 = significant/too many</li></ul>	<ul style="list-style-type: none"><li>1 = storm drains not feasible</li><li>2 = storm drains present</li><li>3 = storm drains not feasible</li><li>4 = storm drains not feasible</li><li>5 = storm drains not feasible</li></ul>	<ul style="list-style-type: none"><li>1.5 = neighborhood has 50% coverage below 50%</li><li>2 = connect to park</li><li>3 = connect to public facility</li><li>4 = connect to ex. sidewalk</li><li>5 = connect to a proposed sidewalk/trail</li></ul>	<ul style="list-style-type: none"><li>1 = connect to City/County bus route</li><li>2 = connect to WMATA network/metro station</li><li>3 = connect to commercial district</li></ul>	<ul style="list-style-type: none"><li>0.5 = lower sense of pedestrian safety</li><li>1 = average sense of pedestrian safety</li><li>2 = higher sense of pedestrian safety</li><li>3 = higher sense of pedestrian safety</li><li>4 = higher sense of pedestrian safety</li></ul>	11	YES (NORTH SIDE)	1. Recommend a new sidewalk on north side of Cherokee Street that connects to the sidewalk already built by the Metropolitan developer.	YES (NORTH SIDE)



Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)		Existing Road Section (approx.)	Existing Design Constraints Scoring					UD Potential Scoring	Connectivity Scoring		Subjective Safety Scoring		STREET SCORE	30% Recommendations	RECOMMENDATION TO PLANNING DEPARTMENT & CITY COUNCIL?	CITY COUNCIL SELECTION @ FEBRUARY 18, 2020 MEETING?	
					ROW BC	Topo		Wall	Trees Impact/Removals	Obstacles (poles, hydrants, fence, etc.)	Opportunities for Bump-Outs & SWM	.5 pt each for the following		1 pt each for the following	Perceived Pedestrian Safety							
College Park Estates/ Yarrow	Edmonston Road	Old Chivert Road	Bryn Mawr Road	80 feet	3260 feet		1] double yellow/12 foot travel lane/9 foot parallel parking zone 2] double yellow/11 foot travel lane/9 foot paved shoulder	30% Notes	2	2	0.5	1	1	1	1	1	0	9.5	1. If selected as a project, recommend sidewalk on west side of road since neighborhood is on west side. West side is a safer option and more likely to be used than the east side. 2. Since bus stops are on both sides of road, recommend cross-walks and signage to ADA-compliant standards on both sides of Edmonston Road. (Currently no ADA accessible bus pads or shelters.)	YES (WEST SIDE)	YES (EAST SIDE)	
Calvert Hills	Bowdoin Avenue	Harvard Road	Erlaine Road	approximately 35-40 feet	610 feet		24 feet curb to curb	PARALLEL PARKING: Present. Possible minor impacts to existing parking by sidewalk design. OBSTACLES: Utility poles and tracks on east side make a narrow sidewalk. The tracks are located on the east side of the road. Fence was near back of curb at 4817 Guilford Road. TWO EXISTING SIDEWALKS: One on the east side of the road at 7201 Bowdoin Avenue (land barn), established trees at 7204 Bowdoin Avenue. Narrow ROW and obstacles may make this unfeasible. VEGETATION: Established shrub beds on west side, especially at 7204 Bowdoin Avenue. Low quality vegetation on east side. POINTS ARE FOR THE EAST SIDE OF BOWDOIN AVENUE.	1	3	1	0	1	1	1	0.5	2	0.5	9.5	1. Not cost effective. Too expensive to reconstruct the area to provide space for sidewalk. Will involve major coordination with homeowners, who will not be happy with removed trees/shrub beds and relocated fences/steps. 2. City's concept includes a sidewalk on the east side. This is more feasible than west side, however, the east side will involve removal of portions of the hedgerow and avoidance/relocation of utility poles. Bumping out the curb to narrow an already narrow street is likely needed.	NO	YES (EAST SIDE)
North College Park	48th Place	Delaware Street (or at least Indian Lane or Fox Street)		40 feet to Delaware Street) 45-50 feet to Fox Street)	2460 feet to Fox Street) 2930 feet to Indian Lane) 3780 feet to Delaware Street)		26 feet curb to curb	PARALLEL PARKING: Present. Sidewalk design could have some impacts. OBSTACLES: A garage is encroaching in the ROW at 4813 Hollywood Road. Will need new mid-block crosswalks to avoid steep banks, retaining walls and trees in ROW. Needed to simplify construction and reduce costs. TWO EXISTING SIDEWALKS: Possibly some small trees removed between 9714 and 9718 48th Place. Could pinch sidewalk down here to 3-4 feet if needed. Dense vegetation and several mature deciduous trees south of Indian Lane towards Delaware Street. POSSIBLE CONNECTIONS TO EXISTING: Sidewalks could terminate at 47th Place corner. Good tie-in potential. Existing sidewalks terminate at three-out-of-the-four corners at 48th Place/Muskogee Street. Tie new sidewalk into the existing northwest corner sidewalk. Two existing crosswalks, too. There is a strip of sidewalk on the east side of 48th Place between Muskogee Street and Luckawanna Street.	2	1.5	0.5	1	1	1	1.5	0	0.5	9	1. Strongly recommend a sidewalk on south side of 48th Place between 47th Place and Muskogee Street. This takes advantage of the existing sidewalks and crossings between Muskogee Street and Luckawanna Street. 2. Sidewalk to Indian Lane is feasible and relatively cost effective. 3. Very challenging and costly south of Indian Lane. 4. Connecting to Indian Lane benefits students (bus stops on Indian Lane) and City employees (DPW at south end of Indian Lane).	YES	NO	

Neighborhood	Street Name	From (Cross Street 1)	To (Cross Street 2)	ROW width	Street Segment Length (approx.)	Existing Road Section (approx.)	30% Notes	Existing Design Constraints Scoring						LID Potential Scoring	Connectivity Scoring		Subjective Safety Scoring		STREET SCORE	RECOMMENDATION TO PLANNING DEPARTMENT & CITY COUNCIL?	CITY COUNCIL SELECTION @ FEBRUARY 18, 2020 MEETING?						
								ROW BC	Topo	Wall	Trees Impact/Removals	Obstacles (poles, hydrants, fence, etc.)	Opportunities for Bump-Outs & SWM		.5 pt each for the following	1 pt each for the following	Perceived Pedestrian Safety										
				• 2 = > 10 feet • 1 = > 5 feet • 0 = > 5 feet • -1 = < 20% • -2 = < 10 feet	• 3 = flat • 2 = < 10% • 1 = < 20% • 0 = < 20%	• 1 = not needed • 2 = short curb • 3 = moderate • 4 = needed	• 2 = limited impact • 1 = moderate impact • 0 = severe impact	• 2 = none/minor • 1 = moderate • 0 = significant/too many	• 2 = storm drains present and bump-outs are feasible • 1 = storm drains not present but bump-outs are relatively feasible • 0 = bump-outs not feasible	• neighborhood has SW coverage below 50% • connect to park • connect to public facility • connect to ex. sidewalk • connect to a proposed sidewalk/rail	• connect to City/County bus route • connect to WMATA network/metro station • connect to commercial district	• 0 = lower sense of pedestrian safety • .5 = average sense of pedestrian safety • 1 = higher sense of pedestrian safety															
North College Park	52nd Avenue	Narragansett Parkway	Huron Street	30 feet (Huron to Kenesaw) 50 feet (Kenesaw to Narragansett)	1260 feet	28 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Many obstructions in ROW, including vegetation (see below), retaining wall and steep slopes. Several obstructions on west side of 52nd Avenue. Bump-outs may still be necessary, however.</p> <p>Between Kenesaw Street and Huron Street, the west side has steep embankments, stairs and retaining walls; the east side has steep banks, chain link fences, signage, and utility poles.</p> <p>V667/FREES: (1) ~10 inch Zebrow outside 9608 52nd Avenue and (2) ~13 inch maple outside 9604 52nd Avenue.</p> <p><b>POSSIBLE CONNECTIONS TO EXISTING:</b> existing sidewalks on each side of 52nd Avenue north of Narragansett Parkway. Could tie into either side.</p> <p><b>POINTS ARE FOR THE WEST SIDE OF 52ND BETWEEN NARRAGANSETT AND KENESAW.</b></p>	1.5	3	0.5	1	0	1	1	0	0.5	8.5	0.5	0	1	1	0	0.5	7.5	NO	NO	YES
North College Park	49th Place	Muskogee Street	Hollywood Road	60 feet (Lackawanna to Hollywood)	1130 feet	24 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Many obstructions in ROW, including vegetation (see below), retaining wall and steep slopes. Several obstructions on west side of 49th Place. Bamboo, mature trees at corner of 49th Place &amp; Lackawanna Street, as well as 9607 49th Place.</p>	2	2	0.5	0	0	1	1	0	0.5	1.5	0	0.5	7.5	NO	NO	NO				
North College Park	Fox Street	US 1	51st Avenue	30 feet, 40 feet, 50 feet	2640 feet	24 feet curb to curb	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Very narrow at connection to US 1. Retaining wall and parking area on north side; hydrant and utility poles on the other. Multiple obstructions all the way to 51st Avenue.</p> <p>V667/FREES: Abundant vegetation throughout the segment.</p>	1	2	0.5	0	0	1	1	0	0.5	1	1	0.5	7	NO	NO	NO				
North College Park	Iroquois Street	Rhode Island Avenue	Davis Field Playground	30 feet	2050 feet	30 feet curb to curb (each side)	<p><b>PARALLEL PARKING:</b> Present. Possible minor impacts to existing parking by sidewalk designs.</p> <p><b>OBSTACLES:</b> Many obstructions for the entire length.</p> <p>V667/FREES: (2) large oaks near corner with 51st Avenue. (2) large oaks near Davis Field Playground. (2) large trees (maple &amp; gum) back of curb by 5022 Iroquois Street.</p>	0	2	0.5	0	0	1	1	0	0.5	5	0.5	0	1	0	0.5	5	NO	NO	NO	
North College Park	Rhode Island Avenue	US 1		40 feet	1720 feet		30% design is already underway by the City and a consultant. Further matrix analysis is not needed.										0	NO	NO	NO	NO						

# APPENDIX F. CITY OF COLLEGE PARK RESOLUTION 16-R-06 COLLEGE PARK COMPLETE AND GREEN STREETS POLICY

16-R-06

## A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF COLLEGE PARK, MARYLAND TO ADOPT A COMPLETE & GREEN STREETS POLICY

- WHEREAS,** safe, convenient, and accessible transportation for all users is a priority of the City of College Park; and
- WHEREAS,** “Complete Streets” describe a comprehensive, integrated transportation and land use network where the right-of-way (ROW) is designed and operated to allow safe and convenient travel along and across all streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, and motorists; and
- WHEREAS,** “Green Streets” describe roadways that incorporate plantings or other vegetative practices along the ROW that are designed to reduce the amount of pollutants in storm water runoff; and
- WHEREAS,** Complete Streets improve public health and safety by reducing the risk of injuries and fatalities for users of all modes of transportation; and
- WHEREAS,** Complete Streets are designed with the safety and convenience of pedestrians and bicyclists in mind while aiming to increase the number of people walking and bicycling; and
- WHEREAS,** Complete Streets represent a balanced transportation and land use system that inherently encourage people to walk and bicycle to everyday destinations, such as schools, shops, restaurants, businesses, parks, transit, and jobs, which in turn enhances the City’s economic vitality and livability; and
- WHEREAS,** encouraging people to walk, bicycle, and use public transit saves resources, reduces air pollution, and reduces emissions that contribute to global warming; and
- WHEREAS,** Complete Streets encourages an active lifestyle by creating opportunities to integrate exercise into daily activities, thereby helping to reduce the risk of obesity and its associated health problems; and
- WHEREAS,** Green Streets improve the environment by reducing the impact that impervious surfaces have on our waterways by slowing down and pre-filtering storm water runoff from our roads, helping to alleviate drainage issues; and

**WHEREAS,** in light of the foregoing benefits and considerations, the City of College Park wishes to implement a Complete and Green Streets network within the City and desires to recognize the principles of Smart Growth by forming a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing neighborhood context and using the best practice design guidelines and standards; and

**WHEREAS,** a Complete Streets Policy and Implementation Plan Report was prepared for the City under a Transportation Land Use Connections technical assistance grant administered by the Washington Metropolitan Council of Governments which included public input and a presentation to the Council.


**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of the City of College Park, Maryland that the City of College Park adopts the College Park Complete and Green Streets Policy attached hereto as Attachment 1, and made part of this Resolution.


**ADOPTED** by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 12<sup>th</sup> day of April, 2016.

**EFFECTIVE** the 12<sup>th</sup> day of April, 2016

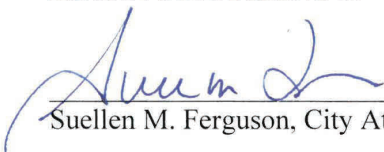
**WITNESS:**

**THE CITY OF COLLEGE PARK,  
MARYLAND:**

  
Janeen S. Miller, City Clerk

  
Patrick L. Wojahn, Mayor

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:**

  
Suellen M. Ferguson, City Attorney

Attachment 1: College Park Complete and Green Streets Policy



## ATTACHMENT 1

### COLLEGE PARK COMPLETE AND GREEN STREETS POLICY

#### A. DEFINITIONS

1. “Complete Street” means a street or roadway that allows safe and convenient travel by all of the following categories of users: pedestrians, bicyclists, persons with disabilities, motorists, seniors and children and that creates a shared space for all users to the extent practicable.
2. “Transportation Project” means any development, project, program, or practice that affects the transportation network within the City of College Park, including any construction, reconstruction, resurfacing or rehabilitation of any public street or roadway.
3. “Green Street” means a roadway that incorporates plantings or other vegetative practices along the ROW that are designed to reduce the amount of pollutants in storm water runoff. Curb or storm drain modifications are usually necessary to divert the storm water into these practices. Runoff that has traversed through these practices enters the storm drain system with fewer pollutants.
4. “Pedestrian Infrastructure” includes sidewalks, paths, bus shelters, benches and other street furniture and pedestrian lighting within the public ROW.
5. “Bicycle Infrastructure” includes bicycle racks, bike share stations and equipment, bicycle trails, lanes, sharrows, and signage within the public ROW.

#### B. COMPLETE AND GREEN STREETS FRAMEWORK

It shall be the policy of the City to develop and implement an integrated and connected multimodal network of Complete and Green Streets that serve all neighborhoods. The Planning Department and City Engineer shall lead this effort. Toward this end:

1. Every transportation project, and phase of that project (including planning, scoping, funding, design, approval, implementation), by the City shall strive to provide for Complete and Green Streets for all categories of users identified in Section A.1. of this policy recognizing the need for flexibility in balancing user needs.

2. Wherever possible, transportation projects shall strive to create a network of continuous bicycle- and pedestrian-friendly streets including streets that connect with transit and provide convenient access to residential areas, commercial areas and schools. Streets shall include provisions for trees and strive to incorporate green streets techniques where appropriate.
3. All Complete and Green Streets shall be designed to be context sensitive taking into consideration the character of the surrounding neighborhood. It is recognized that the City has ROW's with variable widths and other conditions that may affect the design of a roadway.
4. The Planning Department and City Engineer shall coordinate with all stakeholders including residents, neighborhood associations and County and State agencies to create Complete and Green Streets on all roadways serving the City. The City shall seek to implement projects that advance County and State stormwater goals wherever possible.
5. The Planning Department and City Engineer shall coordinate with adjacent jurisdictions and other public agencies to enable, wherever possible, connections to bicycle- and pedestrian-friendly routes beyond the City's boundaries.
6. The City shall rely upon the current editions of street design standards and green streets guidelines that promote and support Complete and Green Streets including but not limited to the following:
  - *Urban Street Design Guide* and *Urban Bikeway Design Guide* (National Association of City Transportation Officials - NACTO)
  - *Designing Walkable Urban Thoroughfares: A context sensitive approach* (Institute of Transportation Engineers/Congress for the New Urbanism)
  - *Pedestrian Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Bicycle Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Separated Bike Lane Planning and Design Guide* (U.S. Department of Transportation, Federal Highway Administration)

- *Municipal Handbook: Green Streets* (U.S. Environmental Protection Agency)

### C. IMPLEMENTATION

The next steps for implementation include the following:

1. Compile an inventory of all City Streets in a database that includes ROW width, pavement width, curb and gutter, parking facilities, transit accommodations, bicycle and pedestrian infrastructure and storm water management facilities.
2. Identify incomplete City streets particularly where the conditions are conducive to the construction of bicycle and pedestrian features to take advantage of funding available for this purpose.
3. Evaluate Capital Improvement Program projects, including the Pavement Management Plan, for the potential to include complete and green streets practices.
4. Identify stormwater drainage issues that could be alleviated through green streets practices or other roadway alterations.
5. Seek supplemental sources of funding, including public and private sources, to assist in the implementation of this policy.
6. Examine Complete and Green Streets design standards and practices during the development review process for all new development in the City and make every effort to implement them.
7. Utilize interdepartmental coordination and provide appropriate staff training to promote the efficient and responsible implementation of this policy.
8. Include implementation of this policy in the City's strategic action plan.

### D. EXCEPTIONS TO POLICY AND IMPLEMENTATION CONSTRAINTS

This section recognizes that there may be limiting factors to implementation of this policy. A specific category of user may be excluded if one or more of the following conditions apply:

1. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route.
2. There is an absence of both a current and future need to accommodate the category of user shown via demographic, school, employment, and public



transportation route data that demonstrate a low likelihood of bicycle, pedestrian or transit activity in an area over the next 20 years.

3. The cost would be excessively disproportionate to the current need or future need over the next 20 years.
4. There is less than 35 feet of ROW width available and the City is unable to acquire additional ROW or obtain easements for the accommodations.
5. There are site-specific constraints such as topography (steep slopes) or mature vegetation.
6. There is no community support for the proposed project.

#### E. PERFORMANCE MEASURES

In order to evaluate whether the City transportation network is adequately serving each category of user, The Planning Department and City Engineer shall collect baseline and annual data on matters relevant to this Policy, including the following information:

1. Linear feet of pedestrian infrastructure
2. Number and type of other pedestrian infrastructure
3. Miles of bike lanes and sharrows
4. Number and type of other bicycle infrastructure improvements
5. Number of curb ramps
6. Square feet of green street infrastructure and other stormwater treatments
7. Number of street trees
8. Total funding allocated to Complete and Green Streets projects

#### F. REPORTING REQUIREMENTS

One year from the effective date of this Policy, and annually thereafter, the Planning Department and City Engineer shall submit a report to the City Council on the progress made in implementing this Policy that shall include the following:

1. Baseline and updated performance measures as described in Section (E)
2. A summary of all Transportation Projects planned or undertaken and their status
3. Any recommendations for improving implementation of this Policy



# ACKNOWLEDGMENTS

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## City of College Park

The Honorable Patrick L. Wojahn, Mayor

### City Council

The Honorable S.M. Fazlul Kabir, District 1

The Honorable Kate Kennedy, District 1

The Honorable Monroe S. Dennis, District 2

The Honorable Robert W. Day, Sr., District 3

The Honorable John Rigg, District 3

The Honorable Denise C. Mitchell, District 4

The Honorable Maria E. Mackie, District 4

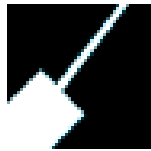
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THE MARYLAND-NATIONAL CAPITAL  
Park and Planning Commission



CITY OF  
**COLLEGE PARK**

